



City of San Ramon

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July 19, 2021

California Department of Housing and Community Development
Attn: Hillary Prasad, Division of Housing Policy Development
2020 West El Camino Ave., Suite 500
Sacramento, CA 95833

Re: Submittal of Adopted City of San Ramon 5th Cycle (2015-2023) Housing Element Update

Dear Ms. Prasad:

On November 27, 2018, the City of San Ramon City Council approved Resolution No. 2018-124, adopting San Ramon's 5th Cycle (2015-2023) Housing Element Update with a General Plan Amendment application (GPA 16-400-001). As instructed in the attached California Department of Housing and Community Development (HCD) October 24, 2018 letter confirming that the Housing Element Update complies with State housing element law, a copy of the adopted Housing Element Update (and General Plan 2035) and City Council Resolution is attached for your records. Thank you again for your assistance in the review and certification of the Housing Element Update.

Should you have any questions, feel free to contact Cindy Yee at 925-973-2562 (cjee@sanramon.ca.gov) or Debbie Chamberlain, Community Development Director at 925-973-2566 (dchamberlain@sanramon.ca.gov).

Sincerely,

Debbie Chamberlain,
Community Development Director

Cc: Lauren Barr, San Ramon Planning Manager
Cindy Yee, San Ramon Senior Planner
Paul McDougal, HCD Housing Policy Manager

Enclosures

- *Attachment 1- City Council Resolution No. 2018-124
- *Attachment 2- City of San Ramon 5th Cycle (2015-2023) Housing Element Update
- *Attachment 3- HCD Compliance Letter, dated October 24, 2018

City Council 973-2530
City Manager: 973-2530
City Attorney: 973-2549

City Clerk: 973-2539
Employee Services: 973-2503
Finance Department: 973-2609

Parks & Community Services: 973-3200
Police Services: 973-2700
Economic Development: 973-2554

Planning Department: 973-2560
Public Services: 973-2800
Engineering Services: 973-2670

RESOLUTION NO. 2018-124

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN RAMON
APPROVING GENERAL PLAN AMENDMENT GPA 16-400-001 AND AN ADDENDUM
TO THE GENERAL PLAN 2030 ENVIRONMENTAL IMPACT REPORT
(SCH# 2000082002) (IS 18-250-001) TO AMEND THE GENERAL PLAN 2035,
RELATED GENERAL PLAN MAP AND POLICIES TO IMPLEMENT A
CITYWIDE RETAIL STRATEGY THAT IDENTIFIES THE TYPE OF RETAIL THAT
CAN BE ATTRACTED TO SAN RAMON AND WHERE RETAIL SHOULD BEST BE
LOCATED COLLECTIVELY REFERRED TO AS
THE GENERAL PLAN 2035 AMENDMENT**

**CITY OF SAN RAMON (APPLICANT)
PROPERTY OWNERS (VARIOUS)**

WHEREAS, State law requires each California City and county to prepare and adopt a general plan which is defined as “a comprehensive, long-term general plan for the physical development of the county or city, and any land outside its boundaries which in the planning agency's judgment bears relation to its planning”; and

WHEREAS, the San Ramon General Plan articulates a vision for the City and focuses on what is achievable in the next 20 years and set forth actions to be undertaken by the City to create the quality of life and community character envisioned in the plan; and

WHEREAS, in 2002, the San Ramon electorate approved General Plan 2020 including an urban growth boundary to encourage smart growth by promoting infill development and discouraging urban sprawl by providing mixed use of commercial, retail, education, recreation, and housing and a plan for the acquisition and preservation of ridgeline areas and agricultural lands contiguous to the City of San Ramon; and

WHEREAS, on April 26, 2011 the City completed a comprehensive update to the General Plan 2020 collectively referred to as the General Plan 2030; and

WHEREAS, the City adopted a General Plan Amendment GPA 14-400-001 to address necessary Housing Element revisions and related updates to the General Plan 2030 thereby resulting in the creation of the General Plan 2035 policy document; and

WHEREAS, periodic review is necessary to ensure that the plan assumptions are current and the vision of the General Plan can still be accomplished, including specific State requirements for the mandatory General Plan Housing Element; and

WHEREAS, the City initiated a General Plan Amendment GPA 16-400-001 to amend the General Plan 2035, related Land Use Map, and related policies to implement a Citywide Retail Strategy that identifies the type of retail that can be attracted to San Ramon and where retail should best be located; and

Regarding the Housing Element

WHEREAS, the State of California Housing Element law was first enacted in 1969; and

WHEREAS, California State law recognizes the vital role local governments play in the supply and affordability of housing; and

WHEREAS, Housing Element law mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community; and

WHEREAS, on March 18, 2008 the City initiated General Plan Amendment GPA 08-400-001 for a comprehensive update (2009 Housing Element) to the City's 2004 Housing Element; and

WHEREAS, on October 27, 2009 the City Council adopted resolution 2009-165 approving GPA 08-400-001 for the adoption of the San Ramon 2009 Housing Element; and

WHEREAS, on February 24, 2010 the State Department of Housing and Community Development (HCD) reported and certified the City's 2009 Housing Element as meeting the requirements of State housing element law; and

WHEREAS, the City's 2009 Housing Element was incorporated into the General Plan 2030 as certified by HCD; and

WHEREAS, in response to SB 375 and a desire to align transportation and housing, the Housing Element is now required to be updated every eight years, subject to statutory requirements and mandatory review by HCD; and

WHEREAS, in 2012, HCD determined that the Bay Area's housing need over the period of 2015 to 2023 will be 187,990 new housing units; and

WHEREAS, on July 18, 2013, the ABAG Executive Board adopted the final RHNA for 2015-2023 of which 1,417 total housing units (76% affordable units) were allocated to San Ramon; and

WHEREAS, in conformance with State law, the City prepared a Housing Element Update for the 2015-2023 Housing Element Cycle to accommodate its RHNA allocation of 1,417 total housing units (76% affordable units); and

WHEREAS, the 2015-2023 Housing Element, which was certified by the State on May 11, 2015 includes Goals and Policies that will accomplish the following:

- Ensure that a broad range of housing types are provided to meet the needs of existing and future residents;
- Encourage and facilitate the development of lower and moderate income housing;
- Maintain and enhance the quality of residential neighborhoods in San Ramon;

- Promote equal opportunity for all residents to reside in housing of their choice; and,
- Increase energy efficiency and conservation in residential developments; and;

WHEREAS, the City has elected to redesignate and rezone three shopping center properties identified as opportunity sites in the 2015-2023 Housing Element and to transfer 782 units associated with those sites to a new receiving site in the core area of the city close to jobs and shopping opportunities in order to improve the feasibility of housing development and preserve neighborhood-serving retail; and

Regarding the General Plan 2035 Update

WHEREAS, the purpose of this General Plan Amendment (GPA 16-400-001) is to update the General Plan 2035, related Land Use Map, and related policies to implement a Citywide Retail Strategy that identifies the type of retail that can be attracted to San Ramon and where retail should best be located; and

WHEREAS, San Ramon's General Plan 2035 must address seven mandatory elements: Land Use Element, Circulation Element, Housing Element, Conservation Element, Open Space Element, Noise Element and Safety Element; and

WHEREAS, The City of San Ramon's proposed General Plan 2035 goes beyond the minimum requirements and has five additional General Plan elements: Growth Management Element, Economic Development Element, Public Facilities and Utilities Element, the Parks and Recreation Element and the Air Quality and Greenhouse Gas Element; and

WHEREAS, both the mandatory and additional General Plan Elements must be internally consistent with each other; and

WHEREAS, on December 14, 2016, the Planning Commission held a joint public workshop with the Economic Development Advisory Committee to discuss the Retail Strategy and possible Land Use designation changes and to receive input from the public; and

WHEREAS, on May 8, 2017, June 20, 2017, July 19, 2017, March 5, 2018, and April 4, 2018, the Planning Commission held public workshops to discuss the Retail Strategy and possible Land Use designation changes and to receive input from the public; and

WHEREAS, on February 28, 2017, September 8, 2017, and May 5, 2018, the City Council held workshops to discuss the Retail Strategy and possible Land Use designation changes and to receive input from the public; and

WHEREAS, there are no revisions to the Safety Element requiring further review pursuant to Government Code Section 65302.5; and

WHEREAS, Government Code Sections 65353 and 65854 require the Planning Commission hold a public hearing on the proposed General Plan Amendment; and

WHEREAS, Measure G, approved in 1999, requires that subsequent amendments to the General Plan may only be adopted by a 4/5 vote of the City Council after recommendation in favor of such amendment is made by a 4/5 vote of the Planning Commission, and after a minimum of three public hearings before both the Planning Commission and City Council; and

WHEREAS, on August 28, 2018, September 18, 2018, October 2, 2018 and October 16, 2018 the Planning Commission held duly noticed public hearings to discuss the proposed General Plan 2035 Amendments and to receive input from the public which collectively satisfied the three public hearings requirement of Measure G and Government Code Sections 65353 and 65854; and

WHEREAS, during the course of the public hearing and related environmental review process, specific revisions and corrections have been identified in an Errata (Attachment A); and

WHEREAS, the specific revisions and corrections identified in the Errata Table are part of the General Plan 2035 and will be incorporated into the final document; and

WHEREAS, on October 24, 2018, upon incorporating additional text modifications to the Housing Element, HCD provided a letter to San Ramon deeming the draft Housing Element in compliance with State law; and

WHEREAS, the additional modifications to the Housing Element as required by HCD are identified in the Errata Table are part of the General Plan 2035 and will be incorporated into the final document; and

WHEREAS, on November 13, 2018 and November 27, 2018, the City Council held duly noticed public hearings on the General Plan Amendment, which collectively satisfied the three public hearing requirement of Measure G, where the staff report, other pertinent documents, and public testimony were heard; and; and

Regarding the California Environmental Quality Act:

WHEREAS, an Environmental Impact Report (SCH # 2000082002) was prepared for the General Plan 2030 and related actions in accordance with the California Environmental Quality Act, Public Resources Code Section 21000 et seq., as amended (“CEQA”); and

WHEREAS, on July 19, 2010, the City Council adopted Resolution No. 2010-083 certifying the General Plan 2030 EIR along with the associated findings and a Statement of Overriding Considerations; and

WHEREAS, where applicable, General Plan 2030 Implementing Policies were identified in the EIR to reduce those potential impacts to a less-than-significant level or to avoid those impacts, where feasible; thereby creating, for the most part, a self-mitigating General Plan Document; and

WHEREAS, the General Plan 2030 Policies are carried forward to the General Plan

2035; and

WHEREAS, General Plan Amendment (GPA 16-400-001) is to update the General Plan 2035, related Land Use Map, and related policies to implement a Citywide Retail Strategy that identifies the type of retail that can be attracted to San Ramon and where retail should best be located; and

WHEREAS, the 2018 Retail Strategy would shift the potential for 782 residential units from existing retail centers to Bishop Ranch 2600 (2600 Camino Ramon); and

WHEREAS, the potential future residential development at Bishop Ranch 2600 would be subject to additional CEQA review to evaluate potential environmental effects, including aesthetics; and

WHEREAS, General Plan policies (such as 4.6-I-9, 4.8-I-2, and 4.8-I-8) promote and encourage the sensitive integration of new development into its surroundings, and would be used to guide future project evaluations; and

WHEREAS, city staff will evaluate the aesthetic effects of new development in terms of bulk and massing to ensure that new development integrates self-mitigating design treatments, and preserves views, where available, towards Mt. Diablo and other local foothills and ridgelines; and

WHEREAS, the Architectural Review Board would review the design of all improvements to be constructed pursuant to its authority under the Municipal Code, Division A5, Chapter III, Section 39, to ensure that any residential development proposed at Bishop Ranch 2600 would reflect the use of high quality materials and design treatments in keeping with the bulk, massing, scale, and character of surrounding development; and

WHEREAS, CEQA Guidelines Section 15164(a) provides that the lead agency or a responsible agency shall prepare an addendum to a previously certified Environmental Impact Report if some changes or additions are necessary, but none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred; and

WHEREAS, the proposed General Plan Amendments do not include substantial changes which will require major revisions of the previous Certified General Plan 2030 EIR; and

WHEREAS, CEQA Guidelines Section 15382 defines “significant effect on the environment” a substantial, or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance; and

WHEREAS, the City has prepared an Addendum (Attachment F) to the General Plan 2030 EIR; and

WHEREAS, based on the information in the Addendum, no substantial changes have

resulted from General Plan Amendment (GPA 16-400-001) or result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

WHEREAS, an Addendum need not be circulated for public review, but can be included in or attached to the Final EIR; and

WHEREAS, the conclusions of the Addendum, as supported by the project specific analysis, can rely on the General Plan 2030 EIR for purpose of environmental assessment; and

WHEREAS, the Addendum has been provided as part of the October 2, 2018 staff report and the Planning Commission has considered the Addendum to the Final EIR prior to making a decision on General Plan Amendment (GPA 16-400-001); and

NOW, THEREFORE, BE IT RESOLVED, that the City Council hereby make the following findings:

1. That the recitals above are true and correct and are incorporated herein by reference; and
2. That the various elements of the General Plan 2035 including the Economic Development, Land Use, Traffic and Circulation, and Housing Element Update are internally consistent with the objectives, policies, general land uses, and programs specified in the General Plan 2035 as a whole; and
3. That the proposed General Plan 2035 will not be detrimental to the health, safety and general welfare of persons residing or working in the proximity of San Ramon as the potential traffic implications have been analyzed in the associated environmental documents and that the Housing Element provides housing opportunities spread throughout San Ramon for all segments of the population; and
4. That the proposed General Plan will not be injurious or detrimental to property or improvements subject to the General Plan 2035 update because the Plan has analyzed the City's Housing Needs, Constraints, and Resources, and has provided a Housing Plan to appropriately accommodate housing throughout the community.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the City Council, in the exercise of its independent judgment, and based upon all the evidence in the record (including but not limited to all application materials, related CEQA documents, the written and oral staff reports, oral and written comments received by the City, and all other relevant documents contained in the administrative record) does hereby adopt this City Council Resolution approving General Plan Amendment GPA 16-400-001 and an Addendum to the General Plan 2030 Environmental Impact Report (SCH# 2000082002) (IS 18-250-001) to amend the General Plan 2035, related Land Use Map, and related policies to implement a Citywide Retail Strategy that identifies the type of retail that can be attracted to San Ramon and where retail should best be located.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that if any provision of this resolution or the application thereof to any person or circumstances is held invalid by a court of competent jurisdiction, such invalidity shall not affect other provisions or applications of the resolution which can be given effect without the invalid provisions or applications of the resolution. To this end, the provisions of this resolution are severable. The City Council hereby declares that it would have adopted this resolution irrespective of the invalidity of any particular portion thereof.

PASSED, APPROVED AND ADOPTED on this 27th day of November, 2018 by the following vote:

AYES: *Cm. Hudson, O'Loane, Perkins, Sachs and Mayor Clarkson*

NOES:

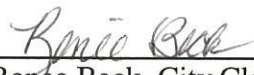
ABSTAIN:

ABSENT:



Bill Clarkson, Mayor

ATTEST:



Renee Beck, City Clerk



City of San Ramon

General Plan 2035



CITY OF SAN RAMON GENERAL PLAN 2035

Adopted by the San Ramon City Council on April 28, 2015

Effective Date

May 28, 2015



City of San Ramon

2222 Camino Ramon

San Ramon, CA 94583

City Council

Mayor Bill Clarkson

Vice Mayor Harry Sachs, Jr.

Councilmember David E. Hudson

Councilmember Philip G. O'Loane

Councilmember Scott Perkins

Planning Commission

Chair Jeanne Benedetti

Vice Chair Donna Kerger

Commissioner Rick Marks

Commissioner Dennis Viers

Commissioner Eric Wallis

City Manager's Office

Greg Rogers, City Manager

Planning/Community Development Department

Phil Wong, Director

Debbie Chamberlain, Planning Manager

Lauren Barr, Senior Planner

Shinei Tsukamoto, Associate Planner

Cindy Yee, Associate Planner

Ryan Driscoll, Assistant Planner

With Technical Assistance From:



FirstCarbon Solutions

1350 Treat Boulevard, Suite 380

Walnut Creek, CA 94597

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Introduction and Overview

1.1 INTRODUCTION

The City of San Ramon General Plan 2035 articulates a long-term vision for the City. Plan policies focus on what is achievable in the next 20 years and set forth actions to be undertaken by the City. Broad objectives such as “quality of life” and “community character” are meaningful only if translated into actions that are tangible and can be implemented. State law requires that City actions be consistent with the General Plan; as such, regular ongoing use of the General Plan will be essential. There will be circumstances and instances when detailed studies will be necessary before General Plan policies can be implemented.

GENERAL PLAN 2030 BACKGROUND

In 1999, San Ramon voters approved Measure “G” which (1) established a two-year moratorium on General Plan or Zoning Ordinance amendments, (2) provided for a General Plan Review Commission (GPRC) consisting of 32 San Ramon residents to recommend a new General Plan, and (3) required voter approval of the GPRC’s new General Plan. Through Measure G (1999), the GPRC was formed; the General Plan 2020 was drafted; and in March 2002, San Ramon voters approved General Plan 2020.

The voter-approved General Plan 2020 established the City’s first Urban Growth Boundary (UGB) to encourage smart growth by promoting infill development and discouraging urban sprawl. Since 2002, the City has been proactively implementing many of the policies of General Plan 2020 such as acquiring open space, creating affordable housing, and providing opportunities for mixed use development.

Two implementing policies within General Plan 2020 initiated the need for voter review of the General Plan in the year 2010. General Plan 2020 Land Use Element Policy 4.6-1-3 required voter review of the UGB and Open Space and Conservation Policy 8.4-1-15 required voter review of an extension to Ordinance 197 (1990), the “Save Our Hills” Ordinance. Consequently, in the summer of 2009, the City of San Ramon began the public review process to update the entire General Plan to keep the plan current, ensure internal consistency, and address changes in community trends and attitudes.

In July 2010, the City placed Measure “W” on the November 2010 ballot with the intent of providing greater certainty over the future planning process within the Planning Area. In part, Measure W sought to add a portion of the Tassajara Valley and lands in the westside of the City into the City’s UGB as well as to extend Ordinance 197 (1990) to 2015. In November 2010, with the loss of Measure W, the UGB remains in its current location and Ordinance 197 expired on December 31, 2010. While still part of the City’s Planning Area, the Tassajara

San Ramon General Plan 2035

Valley remains outside the City's UGB and Sphere of Influence (SOI) and under the jurisdiction of Contra Costa County for land use decisions.

After the election, the City of San Ramon incorporated changes into the General Plan 2030, and the Planning Commission and City Council adopted the Plan. Key changes to the General Plan 2020 encompassed by the General Plan 2030 Update include reduction of the Planning Area, the designation of the North Camino Ramon planning area, the addition of an Air Quality/Greenhouse Gas Emissions Element, text revisions to strengthen conservation and open space preservation policies, clarification of programs and policies within each Element, and the inclusion of Complete Streets policies to meet Assembly Bill 1358 (see Traffic and Circulation Element).

The General Plan 2035 update largely maintains the land use concepts and policy language set forth in General Plan 2030 with updates to City demographic, State mandated Housing Element update for the 2014-2022 planning cycle, minor policy language revisions, narrative text and mapping updates to reflect changes that have occurred since the last update.

The period following 2008-09 recession and the adoption of the General Plan 2030 (based on 2009 baseline projections) have resulted in a period of slower growth than would be normally expected. As such, physical development has not kept pace with the growth assumptions of the General Plan 2030. Additionally, based on the 2010 Census information some of the growth anticipated by the General Plan 2030 has already been reflected in current conditions (population, housing etc.). The General Plan 2035 updates the demographic estimates for the current conditions (January 1, 2014) and provides year 2035 buildout projections based on the revised demographics and the current local land use assumptions.

GENERAL PLAN 2035 PURPOSE

The San Ramon General Plan 2035 largely maintains the land use patterns and growth strategies set forth by the voter approved General Plan 2020. The San Ramon General Plan 2035 serves several purposes:

- It outlines a vision for San Ramon's long-range physical and economic development and resource conservation that reflects the aspirations of the community and the smart growth mandate of Measure G (1999);
- It provides strategies and specific implementing actions that will allow this vision to be accomplished;
- It establishes a basis for judging whether specific development proposals and public projects are in harmony with Plan policies and standards;
- It allows City departments, other public agencies, and private developers to design projects that will enhance the character of the community, preserve and enhance critical environmental resources, and minimize hazards; and
- It provides the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Zoning Ordinance, the Capital Improvement Program (CIP), specific plans, etc.

Introduction and Overview

The San Ramon General Plan 2035 builds upon the accomplishments of the past while looking to the future and ensures that the City continues to evolve and mature while maintaining its sense of community.

LOOKING AHEAD

San Ramon will face several planning challenges over the next 20 years. Included in these challenges are managing the City's urban growth boundaries, open space preservation, and addressing forecasts for increased population and employment growth for the 2035 planning horizon.

The General Plan 2035 anticipates a buildout population of 96,174 and a buildout labor force (jobs) of 57,667 for the San Ramon Planning Area. In comparison, San Ramon's 2014 Planning Area population is estimated at 78,820 with a labor force 45,994. Much of this population and employment growth will be accommodated by development that has already been programmed or approved for the San Ramon Planning Area. This includes buildout of the Dougherty Valley, the San Ramon City Center Project, Faria Preserve and North Camino Ramon Specific Plan. The extent to which this demand is fulfilled at a project level is addressed in the General Plan policies and is based upon the public input on how best to accommodate growth based on the smart growth mandate of Measure G (1999).

1.2 REGIONAL SETTING AND PLANNING AREA

REGIONAL LOCATION

San Ramon is located in southern Contra Costa County in the East Bay region of the San Francisco Bay Area. The City of San Ramon is surrounded by unincorporated Alameda County (west), the Town of Danville and unincorporated Contra Costa County (north), unincorporated Contra Costa County (east), and the City of Dublin (south). The San Ramon Valley, Dougherty Hills, and the Dougherty Valley are within the City limits, while the East Bay foothills are located to the west. Figure 1-1 shows the City's regional location.

PLANNING BOUNDARIES

According to state law, the City must consider a Planning Area that consists of land within the City and "any land outside its boundaries which, in the planning agency's judgment, bears relation to its planning." The inclusion of land outside City limits does not necessarily mean that the City is contemplating annexation.

The San Ramon Planning Area encompasses 23,297 acres or 36.4 square miles. The General Plan 2030 Planning Area is smaller in land area when compared to the General Plan 2020, which totaled 24,733 acres (38.6 square miles). This reduction is the result of removing the upper Tassajara Valley from the Planning Area.

Within the Planning Area are the City limits, Sphere of Influence, and Urban Growth Boundary. The current City limits total 11,917 acres (18.62 square miles) and represents the corporate limits of the City of San Ramon. The Sphere of Influence totals 19,639 acres (30.7 square miles) and encompasses both the City limits and unincorporated areas that are within the future, probable limits of the City. The Urban Growth Boundary totals 13,706 acres (21.4 square miles) and encompasses existing urban development or undeveloped areas adjacent

to urban development anticipated to be developed over the life of the General Plan. No changes to the Sphere of Influence or Urban Growth Boundary have occurred as part of the General Plan 2030 or are proposed as part of the General Plan 2035 update.

The General Plan is legally binding within the City limits and advisory outside of the City limits. The City's boundaries, the existing Sphere of Influence, and the Planning Area are shown in Figure 1-2.

GENERAL PLAN REQUIREMENTS

State law requires each California city and county to prepare a general plan. A general plan is defined as “a comprehensive, long-term general plan for the physical development of the county or city, and any land outside its boundaries which in the planning agency’s judgment bears relation to its planning.” State requirements call for general plans that “comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.”

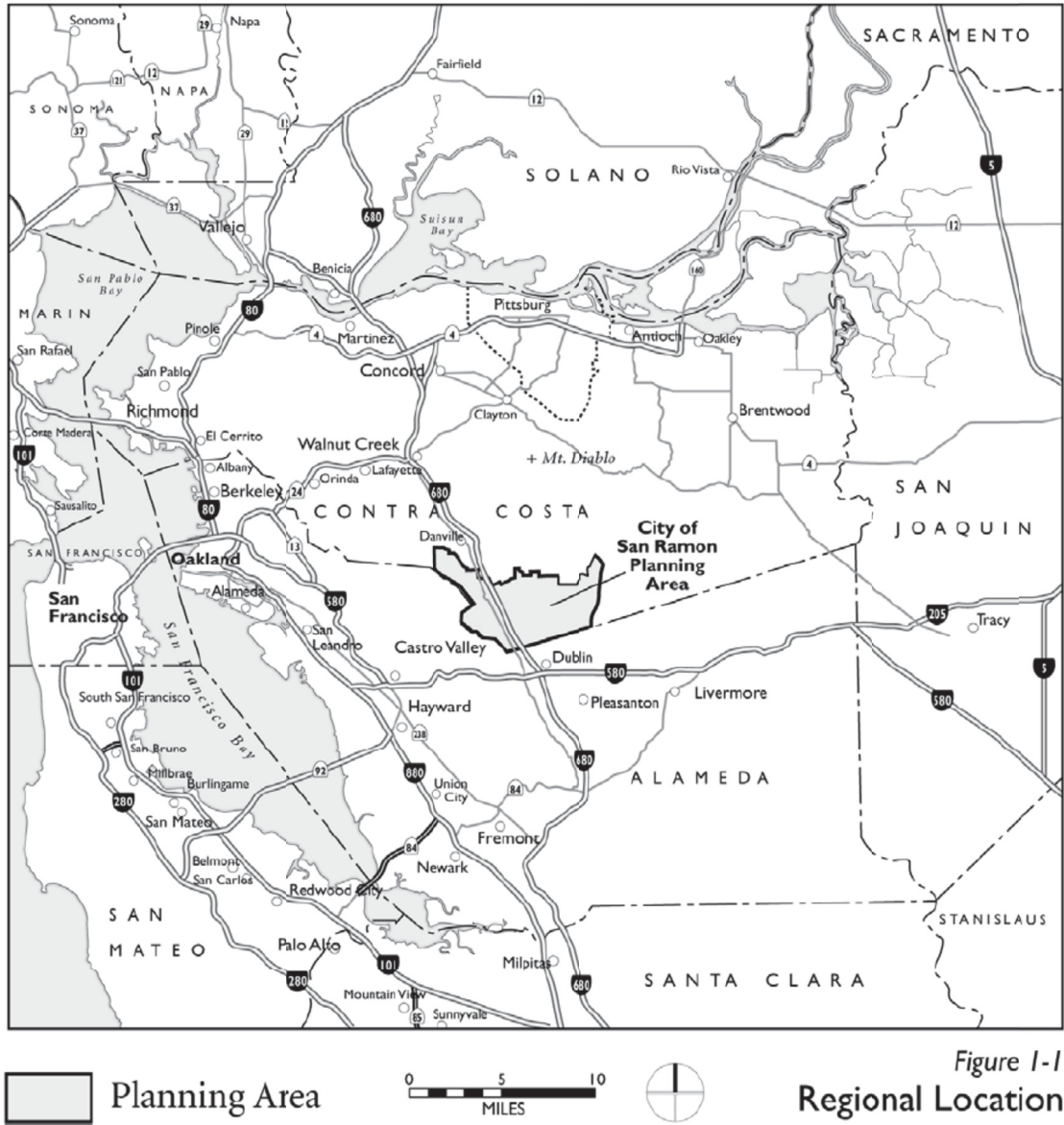
A city’s general plan has been described as its constitution for development – the framework within which decisions on how to grow, provide public services and facilities, and protect and enhance the environment must be made. California’s tradition of allowing local authority over land use decisions means that the State’s cities have considerable flexibility in preparing their general plans.

While allowing considerable flexibility, state planning laws do establish some requirements for the issues that general plans must address. The California Government Code establishes both the content of general plans and rules for their adoption and subsequent amendment. Together, state law and judicial decisions establish three overall guidelines for general plans.

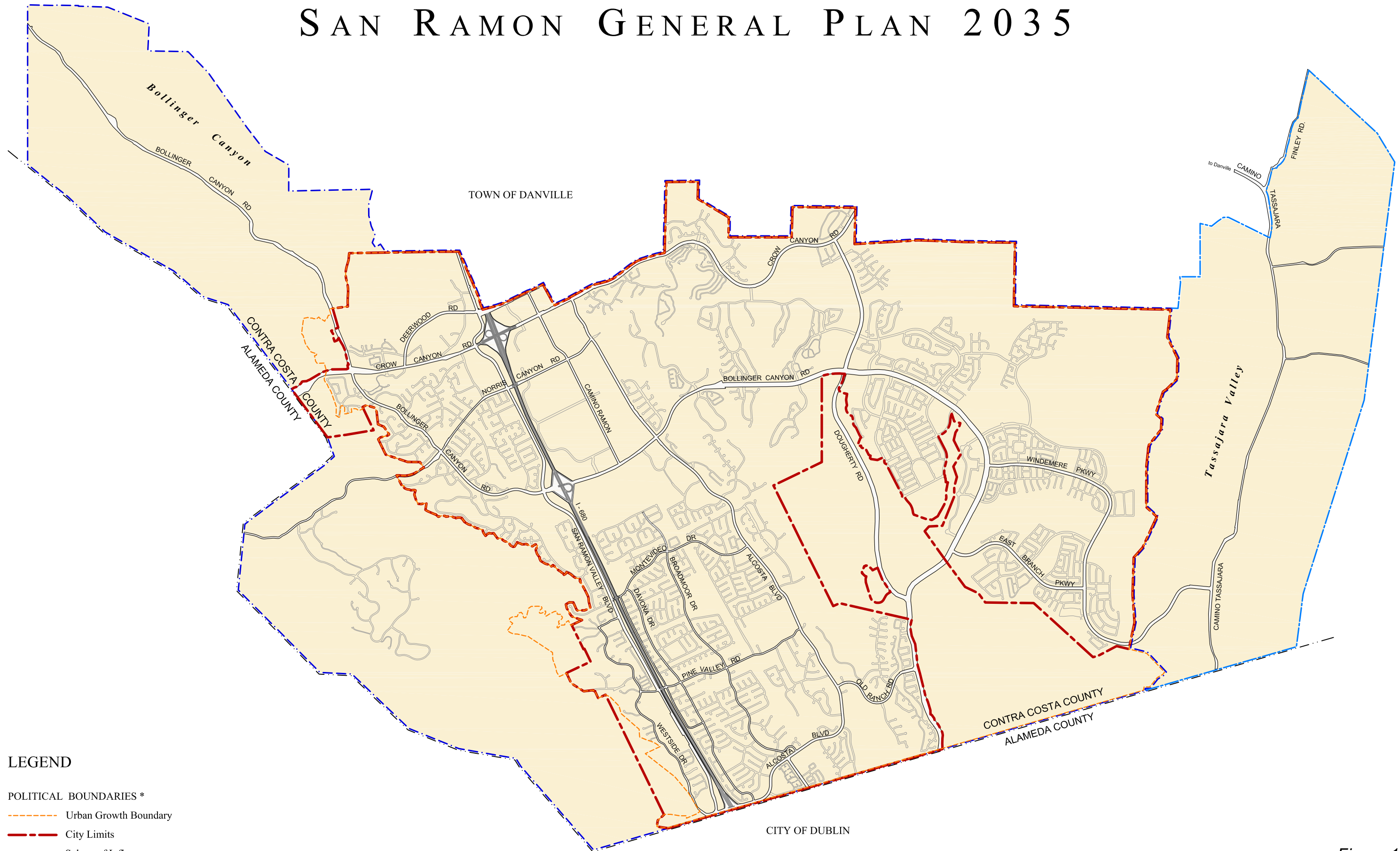
- *The General Plan Must Be Comprehensive.* This requirement has two aspects. First, the general plan must be geographically comprehensive. That is, it must apply throughout the entire incorporated area and it should include other areas that the City determines are relevant to its planning. Second, the general plan must address the full range of issues that affects the City’s physical development.
- *The General Plan Must Be Internally Consistent.* This requirement means that the general plan must fully integrate its separate parts and relate them to each other without conflict. “Horizontal” consistency applies as much to figures and diagrams as to the general plan text. It also applies to data and analysis as well as policies. All adopted portions of the general plan, whether required by state law or not, have equal legal weight. None may supersede another, so the general plan must resolve conflicts among the provisions of each element.
- *The General Plan Must Be Long-Range.* Because anticipated development will affect the City and the people who live or work there for years to come, state law requires every general plan to take a long-term perspective.

Introduction and Overview

Figure 1-1: Regional Location



SAN RAMON GENERAL PLAN 2035



LEGEND

POLITICAL BOUNDARIES *

- - - - - Urban Growth Boundary
- - - - - City Limits
- - - - - Sphere of Influence
- Planning Area Boundary
- · - · - County Boundary

* The locations of political boundaries are shown adjacent to each other for ease of identification. Actual political boundaries are coterminous when shown as contiguous, parallel, or overlap.



Figure 1-2
Planning Area and Boundaries

(Updated on October 21, 2019)

1.3 USING THE GENERAL PLAN

GENERAL PLAN STRUCTURE

Plan Organization

The General Plan includes the seven elements required by state law (Land Use, Housing, Circulation, Open Space, Conservation, Safety, and Noise) and five other elements that address local concerns and regional requirements (Growth Management, Economic Development, Public Facilities and Utilities, Parks and Recreation, and Air Quality/Greenhouse Gas Emissions). Table 1-1 outlines how the required elements correspond with those comprising the General Plan. The General Plan also includes a glossary of terms used in the Plan setting policy and commentary.

Table 1-1: Required General Plan Elements and Chapters in the San Ramon General Plan

<i>Required Element</i>	<i>Where Included in the General Plan</i>
Growth Management ¹	Chapter 3: Growth Management
Land Use	Chapter 4: Land Use
Circulation	Chapter 5: Circulation
Open Space	Chapter 8: Open Space and Conservation
Conservation	Chapter 8: Open Space and Conservation
Safety	Chapter 9: Safety
Noise	Chapter 10: Noise
Housing	Chapter 11: Housing

Note:

¹ Required by Contra Costa County Measure J (2004).

POLICY STRUCTURE

Each element of the General Plan includes brief background information to establish the context for policies in the Element. This background material is neither a comprehensive statement of existing conditions nor does it contain adopted information. This background information is followed by two sets of policies:

- *Guiding Policies* are the City’s statements of its goals and philosophy. The policies are identified in the following format: 1.1-G-1, where “1.1” identifies the General Plan Element number and section and “G-1” identifies the guiding policy number.
- *Implementing Policies* represent commitments to specific actions. They may refer to existing programs or call for establishment of new ones and are identified in the following format: 1.1-I-1, where “1.1” identifies the General Plan Element number and section and “I-1” identifies the implementing policy number.

Together, the guiding and implementing policies articulate a vision for San Ramon that the General Plan seeks to achieve. These policies also provide protection for the City's resources by establishing planning requirements, programs, standards, and criteria for project review. Explanatory material or commentary accompanies some policies. Italicized language provides background information or is intended to guide Plan implementation. Note that explanatory material and commentary language is not binding and does not supersede the text of guiding or implementing policies. Furthermore, the use of "should" or "would" indicates that a statement is advisory, not binding; details will need to be resolved in General Plan implementation. Where the same topic is addressed in more than one chapter, sections and policies are cross-referenced.

GENERAL PLAN INTERPRETATION

The General Plan is a statement of the City's policies, objectives and vision for the future. Common sense and reason should be utilized in interpreting the provisions of the General Plan. In doing so, several principal should be observed:

- The General Plan should be read and interpreted to effectuate the policies and principles stated therein. Many statements are general in nature because specific conditions cannot always be foreseen. All relevant aspects of the General Plan should be viewed with no single aspect viewed in isolation.
- Context should be considered in interpreting the General Plan. The clarifying text in italics is intended to assist in understanding the context and intent of the policies and principles.

1.4 DEVELOPMENT UNDER THE GENERAL PLAN

Full development under the General Plan is referred to as "buildout." Although the General Plan applies to a 20-year planning horizon, it is not intended to specify or anticipate when buildout will actually occur; nor does the designation of a site for a certain use necessarily mean the site will be built/redeveloped with that use in the next 20 years. Refer to the Land Use Element for more detailed analysis of General Plan buildout.

GENERAL PLAN BUILDOUT CHARACTERISTICS

Urban Growth Boundaries

This General Plan includes an Urban Growth Boundary (UGB), established in response to Measure G (1999), to promote compact development, discourage urban sprawl, and protect rural lands and open space resources within the Planning Area. Refer to the Urban Growth Boundaries policies in Section 4.6 of the Land Use Element.

Rural Conservation

In order to protect the rural character of Bollinger Canyon and the Westside hills, this General Plan includes a Rural Conservation land use classification. This classification is intended to protect natural features and sensitive habitat. Refer to the Rural Conservation Development policies in Section 4.6 of the Land Use Element.

Introduction and Overview

Residential Development

In 2014, approximately 27,993 dwelling units exist in the San Ramon Planning Area. The General Plan is anticipated to accommodate a total of 35,385 dwelling units within the Planning Area in 2035.

Non-Residential Development

In 2014, approximately 16.4 million square feet of non-residential floor area exists in the San Ramon Planning Area, which includes retail, commercial, office, industrial, and public space. In total, General Plan buildout will result in approximately 21.6 million square feet of non-residential floor area in the Planning Area. Non-residential development for the Planning Area as not significantly changed from the General Plan 2030 assumptions.

Population

The San Ramon Planning Area's estimated 2014 population is estimated at 78,820 people. The General Plan is anticipated to accommodate a population of approximately 96,174 at buildout. The majority of this new population growth results from the development of housing units already approved, underway, or programmed. The significant increase in current population estimates is based on a population correction associated with the 2010 Census as well as an increase in the average Persons Per Household Citywide.

Employment

The San Ramon Planning Area's estimated 2014 employment is 45,994. The General Plan is expected to accommodate 57,667 jobs at buildout. The majority of these new jobs will result from non-residential development already approved, underway, or programmed.

Jobs/Housing Balance

A city's jobs/housing ratio (jobs to employed residents) would be 1:1 if the number of jobs in the city equaled the number of employed residents. In theory, such a balance would eliminate the need for commuting and would signify a balanced community. A ratio greater than 1.0 indicates a net in-commute (jobs rich); less than 1.0 indicates a net out-commute (housing rich). As shown in Table 1-2, the current jobs/housing ratio in San Ramon is estimated at 1.26, which means that the number of jobs in the City exceeds the number of employed residents by about 26 percent. The addition of significantly more residential units (employed residents) in Dougherty Valley as compared to the relatively flat growth rate in jobs during the same period has resulted in reduction in the jobs-housing ratio dropping from 1.51 to 1.26 since 2000. This positive movement toward and balanced conditions will likely slow as the rate of future residential development decreases with buildout of the General Plan. Absent a change in the existing household employment profile for the number of employed residents per unit, future reductions in the jobs-housing ratio will not keep pace with the historic reductions given the new job growth anticipated by the General Plan.

San Ramon General Plan 2035

Table 1-2: San Ramon Planning Area Jobs – Housing Balance (Employment-Employed Residents)

<i>Year</i>	<i>Estimated Jobs/Employment¹</i>	<i>Estimated Employed Residents/Housing</i>	<i>Estimated Jobs/Housing Ratio</i>
2000	40,030	26,561	1.51
2010	44,350	32,820	1.35
2014	45,994	36,630	1.26
2035	57,667	47,164	1.22

Note:

¹ Estimate of Planning Area employment extrapolated from ABAG jurisdictional Projections 2013 and employed residents extrapolated from the 5-year ACS data for 2012.

1.5 IMPLEMENTATION OF THE GENERAL PLAN

WORK PROGRAM AND SCHEDULE

Following adoption of the General Plan, City staff will prepare an Implementation Work Program and Schedule for City Council approval. This work program and schedule will be updated annually as part of the budget process and included in the Annual Report on the General Plan (see below). For each implementation policy, the Implementation Schedule will show when it would be implemented, whether it is a high priority action, who would be responsible, what City document would be affected, what the estimated cost would be, and if separate or supplemental funding is needed because the activity is not currently budgeted. In many cases, the General Plan implementation costs would be part of the normal costs of City operations.

LAND USE CLASSIFICATIONS

The General Plan establishes land use classifications that are broad enough to give the City flexibility in implementing the Plan policy, but clear enough to provide sufficient direction for implementation through zoning, which contains more detailed provisions and standards.

The General Plan includes seven residential land use classifications to provide for development of a full range of housing types. These classifications are based on residential density, or the number of housing units per net acre of developable land, which excludes areas subject to geological, physical, and environmental constraints, as well as areas dedicated to public streets. Nine non-residential land use classifications are included in the General Plan to provide for development of employment and other uses in San Ramon. Additionally, there is a Mixed Use designation that allows both residential and non-residential uses. These classifications are based on development intensity or Floor Area Ratio (FAR). Development in all classifications is required to be within the density/intensity range expressed, although development standards established in the Zoning Ordinance may limit attainment of maximum density or FAR specified in the General Plan.

San Ramon will implement many General Plan policies by means of the City's Zoning Ordinance, and zoning must be consistent with the General Plan if the City's land use, housing, and open space policies are to be realized. A fundamental link between the General

Introduction and Overview

Plan and the Zoning Ordinance is land use/zoning consistency. Table 1-3 shows how zoning districts in San Ramon are consistent with the land use designations of the General Plan.

The Zoning, Subdivision, and Grading Ordinances will be reviewed and may need to be amended to be consistent with General Plan policies. Other City codes and regulations will also be reviewed for Plan consistency and amended where needed. This effort should be completed within 18 months of Plan adoption. Work on specific area plans and, where appropriate, Planned Development Plans also is expected to be initiated within the first year or two of Plan implementation. Scheduling of this work will depend on individual property owners' development plans and real estate market conditions. The City cannot mandate the timing of private development.

Table 1-3: Consistency Between the General Plan and the Zoning Ordinance

<i>General Plan Land Use Designations</i>	<i>Consistent Base Zoning Districts</i>
<i>Residential</i>	
Rural Conservation	RC
Hillside Residential	HR
Single Family Low Density	RE-A, RE-B, RS-12, RS-10
Single Family Low Medium Density	RS-10, RS-7, RS-6
Single Family Medium Density	RS-6, RS-D
Multiple Family High Density	RM, RMH
Multiple Family Very High Density	RH, RVH
<i>Office, Commercial, Industrial</i>	
Office	OL, OA, M-1, M-2
Retail Shopping	CC
Thoroughfare Commercial	CT
<i>Mixed Use</i>	
Mixed Use	CC, MU, CCMU
<i>Community Facilities /Open Space</i>	
Commercial Recreation	CR, P
Golf Course	GC
Public and Semipublic	PS, CR, M-1, M-2
Parks	P
Open Space	OS-1, OS-2, AG, RC

The City's Capital Improvement Program will be the primary means of scheduling and funding infrastructure improvements of citywide benefit. Special benefit assessment districts or other means of financing improvements benefiting specific areas may be used. San Ramon also will

participate in funding infrastructure improvements and, through the City's Housing Trust Fund, affordable housing programs (also known as workforce housing programs) as available.

In many areas, General Plan implementation will depend on actions of other public agencies and of the private sector, which will fund most development expected in the Planning Area. The General Plan will serve a coordinating function for private sector decisions; it will also provide a basis for action on individual development applications.

BOARDS AND COMMISSIONS

The City Council has created a number of boards and commissions to advise the Council on policy issues. Some of these boards and commissions also have specific responsibilities for development review and approval. Implementation of the General Plan will involve the Planning Commission, the Parks and Community Services Commission, the Architectural Review Board and the City's eight advisory committees (Arts, Economic Development, Open Space Housing, Library, Senior Citizen, Transportation, and Transportation Demand Management).

The General Plan does not envision any substantive change in the responsibilities assigned to these boards, commissions, and committees. They will be administering new or amended regulations adopted pursuant to Plan policies, and their actions will need to be consistent with the new General Plan.

1.6 KEEPING THE GENERAL PLAN CURRENT

The General Plan is intended to be a dynamic document. As such, the Plan may be subject to more site-specific and comprehensive amendments over time. These amendments may be needed to conform to state or federal law passed after adoption, or to eliminate or modify policies that may become obsolete or unrealistic over time, due to changed conditions, such as the completion of a task or project, development on a site, or adoption of an ordinance or plan.

AMENDMENTS

State law limits the number of times a jurisdiction can amend its general plan to generally no more than four times in one year for a mandatory element (Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety), although each amendment may include more than one change to the same or multiple general plan elements. This restriction does not apply to optional general plan elements (Growth Management, Economic Development, Public Facilities and Utilities, Parks and Recreation, and Air Quality/Greenhouse Gas Emissions), or if the amendment is necessary to allow for the development of workforce housing or to comply with a court decision.

ANNUAL REPORT

The California Government Code requires General Law cities and applicable Charter cities "provide an annual report to the legislative body on the status of the general plan and progress in its implementation" (Government Code § 65400(b)). This report must also be submitted to the Governor's Office of Planning and Research and the Department of Housing and Community Development. It must include an analysis of the progress in meeting the city's share of regional housing needs and local efforts to remove governmental constraints to

Introduction and Overview

maintenance, improvement, and development of workforce housing (Government Code § 65583, 65584).

In addition, any mitigation monitoring and reporting requirements prescribed by the California Environmental Quality Act (CEQA) identified in the general plan environmental impact report (EIR) should be addressed in the annual report because they are closely tied to plan implementation. Finally, the annual report should include a summary of all general plan amendments adopted during the preceding year and an outline of upcoming projects and general plan issues to be addressed in the coming year, along with a work program.

2022 REVIEW

Policy 4.6-I-3 of the Land Use Element provides the opportunity for review of the Urban Growth Boundary (UGB) in the year 2022. If the City determines a review is necessary to assess the City's future needs for housing and employment, this review would be by means of a City voter review to consider the maintenance or amendment of the UGB and related policy. Any amendment to the UGB, greater than 25 acres, would also require City voter approval.

2

Economic Development

San Ramon is committed to developing a vibrant and healthy economy, providing appropriate land uses for planned development, strengthening the fiscal and financial health of the City, and working with the private sector to provide fundamental resources such as an adequate supply of skilled workers and capital improvements to attract and maintain businesses.

2.1 SAN RAMON'S ECONOMIC BASE

THE BEGINNINGS

Beginning in the 1970s, Bishop Ranch Business Park was the engine for economic development in San Ramon. Bishop Ranch not only established the City as an employment center, but also helped determine San Ramon's economic character. The presence of major firms, such as Chevron and AT&T, and the attractive physical environment of Bishop Ranch stimulated further business development in San Ramon. City- and region-wide population increases also helped fuel the growth of businesses serving local and subregional needs for retail, service, and public uses.

San Ramon is a good location for business, and the City has benefited from business growth. By affirming this positive relationship through sound economic planning, the City will strengthen its ability to serve future residents.

YEAR 2014 EMPLOYMENT

Based on information extrapolated from the Association of Bay Area Governments' (ABAG's) Projections 2013, and the U.S. Census Bureau 5-year American Community Survey data for 2012, the City of San Ramon estimates that the San Ramon Planning Area had approximately 45,994 jobs as of January 1 2014, representing a 14.9-percent increase over San Ramon's 2000 job total (40,140 jobs). Among the larger industry groups in the City are financial and professional services (29 percent); health, educational and recreational services (18 percent); and manufacturing, wholesale and transportation trades (13 percent).

CURRENT NON-RESIDENTIAL LAND USE PATTERNS

In general, businesses in San Ramon are diverse in terms of both amount of occupied space and number of employees. Companies in the Bishop Ranch Business Park range from national corporate headquarters to small offices for companies with 10 or fewer employees.

As of January 1, 2014, San Ramon has an estimated 16.4 million square feet of non-residential floor area. Major business centers in the City include (1) the Bishop Ranch Business Park; (2) the Crow Canyon Road area, which includes the earliest commercial development in San Ramon; and (3) southern San Ramon. Other areas of the City (Bollinger Canyon, Dougherty Hills, Twin Creeks, the Westside) contain smaller amounts of non-residential floor area.

FUTURE EMPLOYMENT

Employment growth in San Ramon will allow the City’s economic base to expand in tandem with its population. Employment growth anticipated under the General Plan 2035 would consist of an employment mix that continues the City’s strong “office park” character, while accommodating slightly higher proportions of population-serving jobs in retail, services, and other economic sectors. Planning Area employment is projected to increase to an estimated 57,667 jobs by 2035, a 25.4 % increase from 2014. Of the estimated 11,673 new jobs, the majority of job growth is estimated to be in the retail and services sectors as well as industries such as health services, information technology and public administration.

San Ramon’s Planning Area is expected to have 96,174 residents by 2035 which will continue to fuel the expected employment growth by creating demand for additional retail, services (business, professional, medical, educational and other), and public-sector uses. Continued diversity in employment sectors will expand job opportunities for local residents and help to stabilize the local economy.

OPPORTUNITIES FOR ECONOMIC GROWTH

Supporting economic development means making space available both for existing businesses to expand and for new businesses to come to San Ramon. To ensure that growth opportunities exists, the City developed the Economic Development Strategic Plan (EDSP) in 2005 which establishes the direction for San Ramon’s short- and long-term economic development and details how to attract new or added uses to the local economy. Specifically, the EDSP guides future land use decisions with economic development implications, and outlines strategies to enhance the City’s business retention, expansion, and attraction efforts. The EDSP was last updated in Fiscal Year 2010-11.

The EDSP is recognized as the primary tool for implementation of this Element and is incorporated here by reference rather than inserting the entire Plan and its set of Implementation Strategies. Through the EDSP and its periodic update, the City will encourage attractive, affordable, and useable building space, an attractive business and residential environment, and a desirable “quality of life.”

FUTURE NON-RESIDENTIAL LAND NEEDS

The land use program of the General Plan 2035 reflects San Ramon’s historic economic evolution. The program adjusts the City’s historic economic mix to take into account the types of new jobs the region as a whole attracts and provides for opportunities to accommodate economically and physically suitable employment. By General Plan buildout, the City of San Ramon estimates non-residential square footage to increase approximately 5 million square feet for a total of approximately 21.6 million square feet within the Plan Area based on anticipated development.

The increases in non-residential space would take place within project sites, including the City Center project, Dougherty Valley Specific Plan, Crow Canyon Specific Plan (CCSP), and the North Camino Ramon Specific Plan (NCRSP) areas. Future non-residential development is anticipated to primarily occur on infill and designated mixed-use properties such as those within the CCSP and NCRSP areas where infill development can be supported based on the existing land use and infrastructure pattern.

Economic Development

CITY CENTER BISHOP RANCH

In 2007, the City approved the City Center project at Bollinger Canyon Road and Camino Ramon. The City Center Project, as approved, was envisioned as pedestrian-oriented lifestyle center consisting of:

- Retail/Cinema 635,042 square feet
- Hotel – 169 rooms
- Retail/Office Flex (North of Bollinger Canyon Road) – 50,142 square feet
- Residential – 487 units
- BR1A – (south of Bollinger Canyon Road) – 681,769 square feet
- City Hall/Library 110,490 square feet
- Parking structures

The project approvals came at the start of the economic downturn and there has been uncertainty regarding the timing of the project moving forward as envisioned by the Development Agreements. As such, the project remained on hold pending a better economic climate.

On October 8, 2013, the City of San Ramon entered into a Memorandum of Understanding with Sunset Development, the City's private sector partner on the City Center Project, to design and construct a new City Hall. Under the terms of the MOU the location of the proposed City Hall will move from the approved location in the City Center Project to a new location at the southwest corner of Central Park. Sunset Development will retain ownership and development rights for the former City Hall site (Parcel 1B) subject to the terms of the MOU and Development Agreements.

On May 20, 2014, the City approved the plans for the design of the new City Hall and construction began in September 2014. Additionally, on June 10, 2014 Sunset Development presented a revised vision and development concept for phase one of the City Center Plaza District. This first phase is comprised of the retail and theater portion of the previously approved Project. Construction of phase one of the Project began in 2015, and is anticipated to open in Fall 2018.

THE RETAIL SECTOR

As a key quality of life amenity for both residents and employees, retail is a critical factor for successful economic development. San Ramon's shopping areas offer a broad range of standard and value-oriented retail goods that serve the needs of San Ramon residents, workers, and businesses; however, as in communities across the US, the local retail sector is undergoing rapid changes. Demand for physical store space from commodity retailers is shrinking in the face of increased online shopping, while at the same time, a strong and growing consumer preference for specialty shopping environments that offer retail shopping together with leisure amenities and events is driving redevelopment of existing retail shopping centers as well as the design of new ones.

Further, while San Ramon is an affluent community with a strong job base -- factors which make it attractive to retailers -- a high level of retail purchases occurs outside of the community, as

shoppers are attracted to major regional and community shopping centers in nearby cities at major highway interchanges. Additionally, a lack of undeveloped sites at high-traffic-count locations suitable for new retail within San Ramon represents an economic constraint, as the cost of redeveloping and retrofitting existing sites to provide the experience that consumers want is higher than it would be on greenfield sites.

To address these challenges and strengthen the local retail sector, a two-pronged strategy is needed. First, the City should seek to focus retail in locations where it has the highest chance of success, along major arterials with high traffic volumes and good freeway access that provide optimal visibility, access and convenience. Second, the City should seek to incentivize redevelopment of existing shopping centers and opportunity sites to promote attractive site design with amenities, events and a mix of uses that encourages leisurely shopping trips, foot traffic, and browsing. Restaurants and cafes are also needed to add a recreational or an experiential dimension to the shopping experience.

REDEVELOPMENT HISTORY AND DISSOLUTION

In 1986, the City designated its redevelopment project area, which consists of two subareas:

- Alcosta Boulevard. On the south side of Alcosta Boulevard mostly east of I-680.
- Crow Canyon. On the north side of Crow Canyon Road east of I-680 and on both sides of Crow Canyon Road west of I-680.

The Alcosta redevelopment area—about 30 acres of residential development, an 11-acre shopping center, and a 6-acre neighborhood park—was developed in 1999.

A redevelopment plan for the Crow Canyon area was adopted in 1991. In 2006, the City adopted the Crow Canyon Specific Plan (CCSP) for a significant portion of the Crow Canyon redevelopment area north of Crow Canyon Road along San Ramon Valley Boulevard. The RDA and tax increment revenue was envisioned as one of the implementation strategies for the Crow Canyon Specific Plan, thereby providing tools for the assemblage of properties and funding for infrastructure and affordable housing.

In 2011, as part of the California Budget Act, the Legislature approved the dissolution of the state's 400 plus Redevelopment Agencies (RDAs). After a period of litigation, the RDAs were officially dissolved as of February 1, 2012 including San Ramon's RDA. In 2013, the City Zoning Ordinance was amended to remove the Redevelopment Overlay Zones as a reflection of the prior State action and the fact that they were no longer applicable to the properties, including the CCSP area.

The loss of the RDA makes development contemplated by the CCSP more difficult because of the loss of tools to aggregate land, fund infrastructure and subsidize housing and other community improvements. Policy 4.7-1-2 calling for the implementation of the CCSP vision still exists; however, has been expanded to acknowledge the loss of the RDA and recommends that the City consider opportunities to evaluate the Specific Plan in the context of existing and future needs.

TRANSPORTATION AND CONNECTIVITY

San Ramon enjoys convenient freeway access from Interstate 680 via Crow Canyon Road, Bollinger Canyon Road, and Alcosta Boulevard. Throughout the Bay Area and the San Ramon

Economic Development

Valley, the freeway system and Routes of Regional Significance have become increasingly congested. Travel times in other parts of the Bay Area have also increased and traffic congestion creates longer commutes for San Ramon residents and workers.

The City has initiated operational improvements that provide traffic congestion relief along the I-680 corridor, particularly at the Bollinger Canyon Road/I-680 Interchange. Additionally, the City of San Ramon supports CCTA efforts underway that will provide congestion relief along the I-680 corridor, including:

1. Initiate operational improvements at the Bollinger Canyon Road/I-680 Interchange that will provide new and/or reconfigured infrastructure to accommodate planned improvements along the corridor, such as new and enhanced local and express bus services, increase in HOV usage, and ramp metering.
2. Determine whether or not additional Park & Ride lot(s), new and/or expanded, are needed to accommodate proposed increased express/fixed route bus service in the corridor, particular at the Bollinger Canyon Road Interchange.
3. Study in greater detail the bus on shoulder improvements specifically at the Bollinger Canyon Road Interchange as identified in the I-680 Transit Investment/Congestion Relief Options Study.
4. Improve Freeway Operations, particularly at the Bollinger Canyon Road Interchange to enhance Connected and Autonomous Vehicle Support and Active Traffic Management infrastructure.

To facilitate bicycle and pedestrian crossings at two major arterial roadways and improve vehicle travel times, San Ramon has completed an Iron Horse Trail Bicycle Pedestrian Corridor Concept Plan. The Plan calls for the construction of bicycle/pedestrian overcrossings on the Iron Horse Trail at Crow Canyon Road and at Bollinger Canyon Road. In 2014, the City embarked on the Community Outreach/Preliminary Design phase of the Bollinger Canyon Road overcrossing with a Transportation for Livable Communities (TLC) grant in the amount of \$200,700. Further discussions on San Ramon's transportation goals can be found in the Traffic and Circulation Element.

ECONOMIC DEVELOPMENT SUPPORT FOR BUSINESSES

The City of San Ramon has an important role in encouraging economic development and providing support for businesses. For example, by "streamlining" its design review, permitting, and licensing processes, the City makes the approval process less complicated, costly, and time-consuming for businesses. In addition, through its General Plan, the City determines the amount of space available for new business growth and sets guidelines for land use and development intensity. The City is also responsible for maintaining streets and other infrastructure and for overseeing workforce housing programs and housing development incentives. City actions in these areas can help to create an environment that is attractive for business investment.

GENERAL PLAN-RELATED CAPITAL FACILITIES NEEDS

The City maintains a capital facilities plan that sets priorities for investing City funds in improvements such as streets, traffic signals, and other public facilities. By designating areas for new development (and redevelopment), the General Plan creates demands for capital facilities that the City will need to address.

Existing and planned General Plan capital funding commitments include roadway expansions along arterials and Routes of Regional Significance, construction of a new City Hall within Central Park, and implementation City Center project including a planned Transit Center.

2.2 DISCUSSION OF TRENDS AND ECONOMIC OUTLOOK

CURRENT AND FUTURE ECONOMIC OUTLOOK

The City's fiscal condition is determined by its operating revenues, expenditures, and its financial reserves. Revenue sources include taxes, fees, assessments, rent on City-owned facilities, interest on City investments, and transfers from federal and State agencies. Expenditures include the costs of government operations, police protection, community development, and parks and recreation services.

In 2008 and 2009, the economy experienced the negative impact of a global recession. In response to any economic downturn, the City has a fiscal responsibility to implement strategic moves to contain future costs until the economy fully recovers and the corresponding revenue growth resumes.

Since that time, the City has worked to maintain services in light of fiscal constraints and the City and local economy have slowly continued to recover. In 2014, State and local unemployment is at the lowest levels in 5 years, but is still higher than pre-recession levels. The housing and retail sectors are continuing to strengthen and local revenue growth is expected to continue over the next several fiscal years.

While the economic recession represented a significant challenge over the past 5 years, it does not detract from San Ramon's long-term economic strengths looking forward. San Ramon residents are well-educated and have high household incomes. The City's property values remain fairly stable, particularly when compared with outlying cities within Contra Costa County. Through implementation of the Land Use Plan and Economic Development Element, San Ramon's long-term economic outlook remains positive.

FINANCIAL AND FISCAL SUPPORT FOR ECONOMIC ACTIVITY

The most important contribution San Ramon will make to its future economic development is to provide for development opportunities as described earlier in the chapter and in greater detail in the chapter on land use.

Beyond this strategy, the City's support for economic development can take a variety of forms, some of which are suggested by the implementation policies presented below. The General Plan includes measures to address potential future economic development growth opportunities, emphasizes and reinforces features of San Ramon that contribute to the City's image, and preserves the characteristics that make San Ramon a desirable business location.

Economic Development

FISCAL ANALYSIS OF THE GENERAL PLAN

The land use changes called for in the General Plan will inevitably have fiscal implications for San Ramon. As described above, the General Plan will allow a substantial increase in non-residential building space and, consequently, the number of jobs in the City by the year 2035.

The increase in business activity will boost revenues collected by the City from property taxes, sales and use taxes, hotel taxes, and other sources. Similarly, the expansion of the population and the residential development that will house new residents will add to the City's revenues. At the same time, the operating costs of City programs and activities will rise, as the City provides services to new as well as existing residential and non-residential development. New developments would be responsible for offsetting these operating costs through contributions such as dedication of land or payment of development impact fees.

The fiscal implications of the Land Use Plan, referenced in the "General Plan 2020," were originally analyzed in detail by Mundie and Associates in 2001 in a separate technical background report to the General Plan 2020. The General Plan fiscal analysis indicates that the fiscal impact of the Land Use Plan is positive. This finding, of course, relies on the premise that future conditions will bear out the assumptions incorporated into the fiscal analysis. A discussion of this point is presented at the conclusion of the 2001 fiscal report. The 2030 and 2035 General Plan updates rely on this baseline fiscal analysis and require that future project level analysis be conducted depending on the nature of future land use actions. Current General Plan Policy 2.3-I-1 requires that the City evaluate the ability of new development to pay for its infrastructure, its share of public and community facilities, and the incremental operating costs it imposes as part of the development review process.

In 2005, the City prepared the San Ramon Economic Development Strategic Plan: Economic Trends and Opportunities report. The extensive report provides an overview of economic conditions in San Ramon, examining demographics and household data, employment figures, taxable sales trends, and quality of life factors that impact local economic development. This report identified the City's economic strengths and weaknesses that ultimately formulated the goals and implementation strategies of the EDSP. The EDSP was updated in 2011 to address changes in demographics, trends for the residential labor force, real estate market, and jobs and business, along with clean technology potential, and education and business development resources. A further update to the EDSP was underway in 2018 to bring the document in line with the key findings of a comprehensive Retail Analysis Report, prepared by BAE Urban Economics in 2017 to provide pertinent data and analysis to address how the City might support, strengthen, and expand its retail offerings.

2.3 GUIDING AND IMPLEMENTING POLICIES

GUIDING POLICY

- 2.3-G-1 Foster a climate in which businesses can prosper.

IMPLEMENTING POLICIES

- 2.3-I-1 Implement the goals and strategies of the Economic Development Strategic Plan (EDSP).

The EDSP, written in 2005 and updated in 2011 will continue to need periodic refinement to evaluate and enhance its goals and implementation strategies. As of 2018, an additional update was underway to ensure the EDSP responds to ongoing changes in the retail market, including the rise of internet shopping and a growing consumer preference for "experiential" retail, which offers shoppers amenities and events as well as specialty retail goods and services. In the future, as buildout of the City Center project and the North Camino Ramon Specific Plan takes place, there may be further opportunities for retail along Camino Ramon to serve residents and employees in the area or to foster a new retail corridor at that location.

- 2.3-I-2 Work with regional Economic Development Organizations to foster the economic health of the City and surrounding region.

The City is integrally connected to the rest of the Tri-Valley cities. Many issues facing the region affect all communities in it and can be solved only through regional dialogue and cooperation.

- 2.3-I-3 Maintain the Economic Development Advisory Committee to advise the City Council and staff regarding economic development, redevelopment, and employment issues.

The economic life of the City is never static but ever-changing. It is important to have citizen-formulated input available to city government on a regular basis.

- 2.3-I-4 Work with the business community to periodically evaluate City services and receive improvement suggestions.

To retain existing businesses and attract new ones, the City needs to "feel the pulse" of the business community. Establishing a regular program to ensure dialogue between the community and the City is essential to ensuring that the City's policies encourage and stimulate commercial vitality.

- 2.3-I-5 Provide expedited permit review processing for development proposals meeting City goals.

- 2.3-I-6 Encourage housing on infill sites in the City's two PDAs (City Center and North Camino Ramon), where flat terrain and proximity to employment, shops and services favors walking, bicycling and travel by other modes than single-occupant vehicle.

Economic Development

The social fabric of the City is strengthened when citizens are able to work near their homes so that the time otherwise spent commuting can be used for beneficial activities within the community. Encouraging housing that will permit a broad range of workers, particularly providers of essential services, to reside within the City enhances the desirability of the City as a business location.

- 2.3-I-7 Work with private sector entities to identify and implement technologically advanced infrastructure improvements to enable the City to remain competitive with other localities.

To maintain its deserved reputation as the home of “cutting edge technologies,” the City must be prepared to offer the infrastructure necessary to support such businesses. Ongoing communication with the private sector is needed to keep the City apprised of the technological needs of businesses—both existing and new. This information will enable the City to undertake advance planning to ensure its competitive position.

- 2.3-I-8 Promote San Ramon as a location for business.

Coordinate a City effort to “sell” San Ramon as a business location offering assets that include an educated workforce; competitive development sites; and an active, business-friendly government with low business license fees.

- 2.3-I-9 Develop a comprehensive Business Development Strategy that includes access to tools and resources needed by new and existing businesses to grow in San Ramon as part of the EDSP update.

The business development strategies were incorporated into the 2011 EDSP and City staff and the Economic Development Advisory Committee continue to work on implementation.

GUIDING POLICY

- 2.3-G-2 Provide adequate land use designations to accommodate planned development, with business and commercial areas complementing residential and public development in location/access, mix of uses, attractiveness, and environmental quality.

IMPLEMENTING POLICIES

- 2.3-I-10 Continue to refine development standards that allow for better utilization of sites already developed for employment uses (e.g., through height and/or floor area ratio increases in combination with structured parking).
- 2.3-I-11 Work toward redevelopment and revitalization in the Crow Canyon area through implementation of the Crow Canyon Specific Plan to address the City’s future needs for residential and non-residential development.

San Ramon General Plan 2035

- 2.3-I-12 Promote and encourage public transit, carpool and vanpool opportunities into San Ramon's business areas including Bishop Ranch, Crow Canyon business area, and the San Ramon Valley Boulevard business area.
- 2.3-I-13 Encourage and facilitate non-motorized means of transportation to business areas.
- 2.3-I-14 Implement the approved City Center project into a cultural, recreational, and vibrant mixed-use lifestyle center.

The City Center project includes social, economic, and demographic dimensions, recognizing the pivotal need for a "central place" that will serve as a vital, vibrant gathering place for the full range of ages and social groups in the City.

The needs of both residents and businesses (and their employees) will be best met in and around the City Center, which combines nearby civic, recreational, and commercial activities operating at a level of intensity that invites visitation and participation and communicates excitement. The Center will draw users and visitors throughout the day and week, in part through revenue-generating businesses that will both contribute to the diversity of uses and provide economic support.

- 2.3-I-15 Use development standards to minimize adverse visual effects of transportation infrastructure.

Planning for new development should address the visual aspects of circulation, parking, and loading facilities, using siting, design, landscaping, and (where appropriate) screening to assure that these functional elements do not detract from the physical attractiveness of new development.

- 2.3-I-16 Pursue alternative funding sources to secure and maintain open space and park facilities in San Ramon.

The City's natural environment and recreational opportunities are part of its set of "capital assets" vital to retaining existing, and attracting new businesses to the community. The City—consistent with prudent fiscal management—should seek ways, including obtaining government funding when reasonable, to ensure that significant open space and parks are available for existing and future residents.

- 2.3-I-17 Encourage businesses to promote the use of commute alternatives among their employees by implementing the City's Transportation Demand Management (TDM) programs.

GUIDING POLICY

- 2.3-G-3 Ensure the fiscal and financial health of the City.

IMPLEMENTING POLICIES

- 2.3-I-18 Evaluate the ability of new development to pay for its infrastructure, its share of public and community facilities, and the incremental operating costs it imposes.

Economic Development

Existing City development review practices assure that new development provides for the capital facilities needed to serve it. Ongoing maintenance of those facilities—generally via infrastructure landscaping and lighting districts—is also typically provided for. While the defraying of such costs by new development would normally be expected, some projects may contribute to the community in ways that compensate for a negative fiscal impact.

- 2.3-I-19 Seek to maintain an operating reserve consistent with the City Council's reserve policy to assure that sufficient financial resources will be available in the event of sudden economic dislocations or general economic slowdowns.

Demands on the City's resources can come from a variety of sources, routine and emergency, ongoing and one-time. Responses to funding requests should be anchored in a clear understanding of the purposes that City spending is intended to serve and is disciplined by prudent financial management. In 2017, the City Council adopted a General Fund Reserve Policy providing a target for maintaining an operating reserve of not less than 40 percent of projected operating expenses for the following fiscal year to contribute to the City's fiscal health and discipline.

- 2.3-I-20 Encourage diverse and complementary economic growth within the City, particularly in the retail sector.

Per capita revenues from store-based sales could be stronger than they are. Retail development is an economic asset in several ways, contributing jobs and income as well as public revenues. A vibrant retail area confers a sense of place that strengthens community image and encourages residents to shop, dine, and pursue leisure activities locally.

- 2.3-I-21 Assure adequate revenue sources to finance City capital facilities and program initiatives.

Examples of initiatives potentially requiring capital outlays are open space acquisition, development of the City Center public facilities, and provision of other kinds of community infrastructure. Provision of assisted housing may also involve capital costs. Ongoing costs of administering newly established programs and/or providing services in conjunction with expanded activity (expansion of City-maintained public open space) will require increased operating costs and, potentially, augmentation of existing sources of operating revenues. Enlargement of the City's responsibilities, whether in the capital or operating realm, should occur only when decision makers are satisfied that a range of adequate financing options is available.

- 2.3-I-22 Assure that ongoing budgets provide for adequate maintenance of the City's capital facilities, and establish fees commensurate with services rendered (e.g., application processing fees, planning, building and safety and engineering) to recover costs of these services.

GUIDING POLICY

- 2.3-G-4 Work with the private sector to assure an adequate supply of skilled workers and capital improvements needed to attract and maintain business in San Ramon.

IMPLEMENTING POLICIES

- 2.3-I-23 Encourage local educational institutions to establish education and continuing education programs to meet the existing and foreseeable needs of local employers.

Use network of contacts with local businesses (see Implementing Policy 2.3-I-3) to identify the types of industries and occupations most in demand and/or least available in the local workforce. Work with local campuses of Diablo Valley College and other higher education universities to identify local educational resources applicable to labor force needs of emerging industries (e.g., telecom, optics, other) in relevant occupational specialties. Support regional efforts such as through the Tri-Valley Business Council to disseminate information on education and training programs to enhance workforce availability and “fit.”

- 2.3-I-24 Support location of a four-year college within the Tri-Valley.

A four-year degree-granting college in the Tri-Valley expands the range of educational resources available locally. The presence of a college within the area is a factor in attracting and retaining employees. Other benefits to business relate to availability of academic and technical training, internships and similar joint business/education programs, and research in subject areas with local business applications.

- 2.3-I-25 Continue to support the success and development of Diablo Valley College (DVC) in San Ramon.

DVC’s San Ramon Campus, located in the Dougherty Valley subarea, opened in 2006 and is currently 64,000 square feet with expansion plans for an additional 60,000 square feet and a 30,000-square-foot joint-use library.

- 2.3-I-26 Maintain the City’s Capital Improvement Program.

Change can be expected in the overall regional and national economies as well as in the way California organizes and implements local government financing and fiscal structure. San Ramon’s capital facilities financing and programming should continue to be structured in a way that allows decision makers flexibility, so that choices regarding how to defray the costs of a capital or operating expenditure reflect financing and fiscal conditions at the time a particular project or program goes forward.

GUIDING POLICY

- 2.3-G-5 Strengthen the retail sector in San Ramon in order to expand retail and restaurant options for residents and employees and to increase the tax base.

3

Growth Management

San Ramon will face several planning challenges over the next 20 years, most of which center on the fact that the smart growth mandate of Measure G, including urban growth boundaries and open space preservation, must confront the reality of forecasts for strong population and employment growth in the City to 2035.

The purpose of this Growth Management Element (GME) is to establish the goals, policies, and implementation programs that are intended to manage and mitigate the impacts of future growth and development within San Ramon. This element is also intended to comply with the requirements of the Measure J Growth Management Program (GMP).

Growth management has always been a concern in San Ramon with the City's first General Plan in 1986 discussing the need to plan new development in accord with the availability of public facilities and infrastructure. This early growth strategy has evolved into a comprehensive, long-range plan that includes performance standards as well as capital improvement, development mitigation, and financing programs. In response to Measure G, approved by voters in 1999, it includes an Urban Growth Boundary (UGB), urban mixed-use centers, and an open space action plan.

San Ramon's growth management policies and initiatives are also consistent with the requirements of Contra Costa's Transportation Sales Tax Expenditure Plan (Measure J), approved by Contra Costa voters in 2004, and as amended by the Contra Costa Transportation Authority (CCTA). Measure J requires Contra Costa cities to:

- Adopt and implement a Transportation Demand Management (TDM) ordinance.
- Adopt a five-year capital improvement program that lists projects, their costs, and funding mechanisms.
- Ensure that new development "pays its own way" through the adoption and implementation of mitigation fees.
- Address housing options at the local, regional, and county level.
- Participate in an ongoing cooperative, multi-jurisdictional planning process.
- Adopt an Urban Limit Line, referred to herein as an Urban Growth Boundary (UGB).
- Adopt a Growth Management Element.

Measure J (2004) is a 25-year extension of the previous Measure C Contra Costa Transportation Improvement and Growth Management Program approved by voters in 1988 and expired in March 2009. On April 1, 2009, Measure J GMP requirements took effect.

Measure J includes a ½-percent transportation and retail transactions and use tax intended to address existing major regional transportation problems. The Growth Management Program (GMP) component is intended to assure that future residential, business, and commercial growth pays for the facilities required to meet the demands resulting from that growth. Compliance with the GMP is linked to receipt of Local Street Maintenance and Improvement Funds and Transportation for Livable Community funds from the CCTA.

While Measure J eliminates the previous Measure C requirements for local performance standards and level-of-service standards for non-regional routes, San Ramon has chosen to continue these standards in this Element. In fact, San Ramon's GME not only incorporates Measure J requirements, but also augments many of these standards with more stringent controls based on the desire of the City and its residents to preserve and enhance the quality of life in San Ramon.

3.1 GROWTH STRATEGY

In San Ramon, a growth strategy means that City officials and staff work with residents and the development community to accommodate economic and population growth without diminishing the quality of public services, facilities, and lifestyle that are enjoyed by those who live here. San Ramon must plan to provide services for development considered desirable and beneficial to the City. Growth Management policies and performance standards will be used as tools to manage all development within San Ramon and protect and enhance open space and environmental resources.

By establishing a UGB, growth will be limited to areas of infill and land that is contiguous to developed areas within the City (refer to the Land Use Element for further information). Development projects must comply with all City goals, policies, and adopted performance standards. Development review procedures are used to document that each of the City's performance standards will be met and detail how required public facility improvements will be financed. No new development will occur unless these requirements are met.

Development within unincorporated areas must be pre-zoned and have an executed property tax transfer agreement in place before annexation occurs.

GUIDING POLICY

3.1-G-1 Manage the City's growth in a way that balances existing and planned transportation facilities, protection of open space and ridgelines, provision of diverse housing options, and the preservation of high quality community facilities and services.

IMPLEMENTING POLICIES

3.1-I-1 Allow urban development only if traffic from that development can be accommodated within acceptable traffic levels of service.

New development must mitigate its impacts on unacceptable intersection operations. In instances where a development project would cause an intersection operating at acceptable levels to degrade to unacceptable levels, the applicant shall be required to implement necessary improvements to restore operations to

Growth Management

acceptable levels. In instances where a development project would contribute vehicle trips to an intersection already operating unacceptable levels, the applicant shall be required to provide its proportionate share for improvements to restore operations to acceptable levels.

- 3.1-I-2 Work with Contra Costa County and appropriate agencies to preserve, protect, and enhance open space and ridgelines within the City's Planning Area, and to establish contiguous open space areas along the edges of San Ramon.

The hillsides to the east and west of the City provide a strong open space framework and visual amenity. Preserving the integrity of these ridges will allow development to occur in flatter areas where public services are available.

- 3.1-I-3 Provide a variety of diverse housing options to accommodate the local employment base, including public service employees.

- 3.1-I-4 Allocate the number of new housing units according to the City's ability to provide public services and housing needs through the use of adopted performance standards.

- 3.1-I-5 Use growth management policies to encourage the construction of workforce housing necessary to meet local housing needs.

- 3.1-I-6 Join with and encourage other jurisdictions to participate in regional transportation planning programs.

- 3.1-I-7 Allow urban development only within the City's Urban Growth Boundary (see Implementing Policies 4.6-I-1 through 4.6-I-5) and only in accord with a plan for full urban services (police, fire, parks, water, sanitation, streets and storm drainage) to which all providers are committed.

While the General Plan does not include policies regarding which agencies should be responsible for providing services in San Ramon, such questions shall be resolved prior to approvals. Areas lacking full services outside the UGB are unsuited for urban development, regardless of land use designation.

- 3.1-I-8 Continue to work with Contra Costa County and the developers of the Dougherty Valley Specific Plan area to ensure that the project meets all applicable growth management performance standards, as outlined in the Agreement to Settle Litigation Relating to the Dougherty Valley General Plan Amendment, Specific Plan and Environmental Impact Report (the Settlement Agreement).

3.2 PERFORMANCE STANDARDS

San Ramon has adopted growth performance objectives and standards for the following services:

- Community Centers
- Fire Protection Services
- Flood Control
- Parks
- Police
- Sanitation
- Schools
- Water

These standards represent the City's commitment to provide community facilities and define services to its residents.

COMMUNITY CENTERS

Facility Analysis

Community Centers include public facilities that serve the social, recreational, and indoor athletic needs of the community. The City currently has three multi-purpose community centers: the San Ramon Community Center at Central Park (24,000 square feet), the San Ramon Senior Center Park and Gardens facility on Alcosta Boulevard (15,000 square feet), and the Dougherty Station Community Center (24,000 square feet with a future 10,000 square feet "annex" adjacent to the Dougherty Station Community Center on Bollinger Canyon Road). In partnership with the San Ramon Valley Unified School District (SRVUSD), the City also provides community gymnasiums at Pine Valley and Iron Horse Middle Schools (38,640 square feet); community aquatic centers at California and Dougherty Valley High Schools (San Ramon Olympic Pool and the Dougherty Valley Aquatic Center, combine for 5,000 square feet of community use space); and the Dougherty Valley Performing Arts Center (joint-use with the Dougherty Valley High School) with a 600 seat theater and 3,500 square feet rehearsal room totaling 20,000 square feet.

Performance Objective

Ensure that community centers provide sufficient space to conduct civic meetings, recreational programs, indoor athletic programs, and social activities to meet the needs of San Ramon's citizens.

Performance Standard

At General Plan buildout, provide a minimum ratio of 1.2 square feet of community center space per 1,000 residents.

FIRE PROTECTION SERVICES

Facility Analysis

The San Ramon Valley Fire Protection District (SRVFPD) provides all risk emergency and non-emergency services to the City. Within their service area, the District currently staffs 14 companies from 10 fire stations. Four fire stations are located within the San Ramon Planning Area. Figure 3-1 illustrates the location of these fire stations.

Performance Objective

Maintain competent and efficient all risk emergency services including first responder medical and ambulance elements, so as to minimize the risks to lives and property due to fire, medical emergency and other hazards that may occur in San Ramon.

Performance Standard

Prior to project approval, require written verification from the District that a 5-minute response time (travel time) can be maintained for 90 percent of emergency calls in urban and suburban areas and/or that there will be a fire station within 1.5 miles of all development.

FLOOD CONTROL

Facility Analysis

Figure 9-2 in the Safety Element highlights areas in the Planning Area subject to the flood control performance standard. These areas generally correspond to creek locations in the Planning Area. The City of San Ramon has primary responsibility for maintaining the flood control system within the City limits. In the unincorporated portions of the Planning Area, flood control efforts involve both the Contra Costa County Department of Public Works and the County Flood Control and Water Conservation District. Refer to the Safety Element for further information.

Performance Objective

Ensure adequate flood control facilities that minimize risk to lives and property due to flood hazards.

Performance Standard

Prior to project approval, applicants shall obtain written verification from the San Ramon Engineering Services Department stating that the new development will provide adequate storm drain facilities. Runoff from the development shall not increase the 100-year peak flow in the City's flood control channels and shall be typically equal to pre-development conditions.

PARKS

Facility Analysis

San Ramon's existing parks and recreation facilities include three community parks, eight special use parks and facilities (which include two aquatic centers and two community gymnasiums), 26 neighborhood parks (which include one pocket park), and 17 school parks (which include one performing arts center). Altogether, the City has approximately 363.9 acres of existing parks, which translates to a ratio of 5.75 acres of parkland per 1,000 residents.

San Ramon General Plan 2035

At General Plan 2035 buildout, the expected total parkland acreage will be more than 655.8 acres, with a parkland ratio exceeding 7.12 acres per 1,000 residents.

Performance Objective

Provide active and passive parks and recreation facilities within a reasonable walking distance of all residents of San Ramon.

Performance Standard

At General Plan buildout, provide a ratio of 6.5 acres of public park per 1,000 residents, with a goal to have park and recreation facilities within one-half mile of all residences.

POLICE

Facility Analysis

With a total of 62 officers, the San Ramon Police Department maintains an approximate service ratio of 0.8 officers per 1,000 residents. Dispatch services are provided through a contract with the Contra Costa County Sheriff's Office. Police responses are prioritized based on the nature of the calls. The classification "emergency calls" are categorized as those requiring an immediate emergency response. Examples would be life-threatening situations such as a major injury traffic accident, crime involving major injury, assisting San Ramon Valley Fire Protection District on a major injury call, and felony crimes in progress. The classification "all other calls" would be any other call for service and the response is dictated based on the nature of the actual call.

Performance Objective

Maintain comprehensive police services and timely emergency response in all parts of San Ramon.

Performance Standard

Prior to project approval, require written verification from the San Ramon Police Department that a 3-5 minute response time (travel time) for emergency calls and a 20-minute response for all other calls can be maintained 95 percent of the time.

SANITATION FACILITIES

Facility Analysis

The City is currently serviced by Central Contra Costa Sanitary District and Dublin San Ramon Services District. Figure 3-2 illustrates the service areas for these districts.

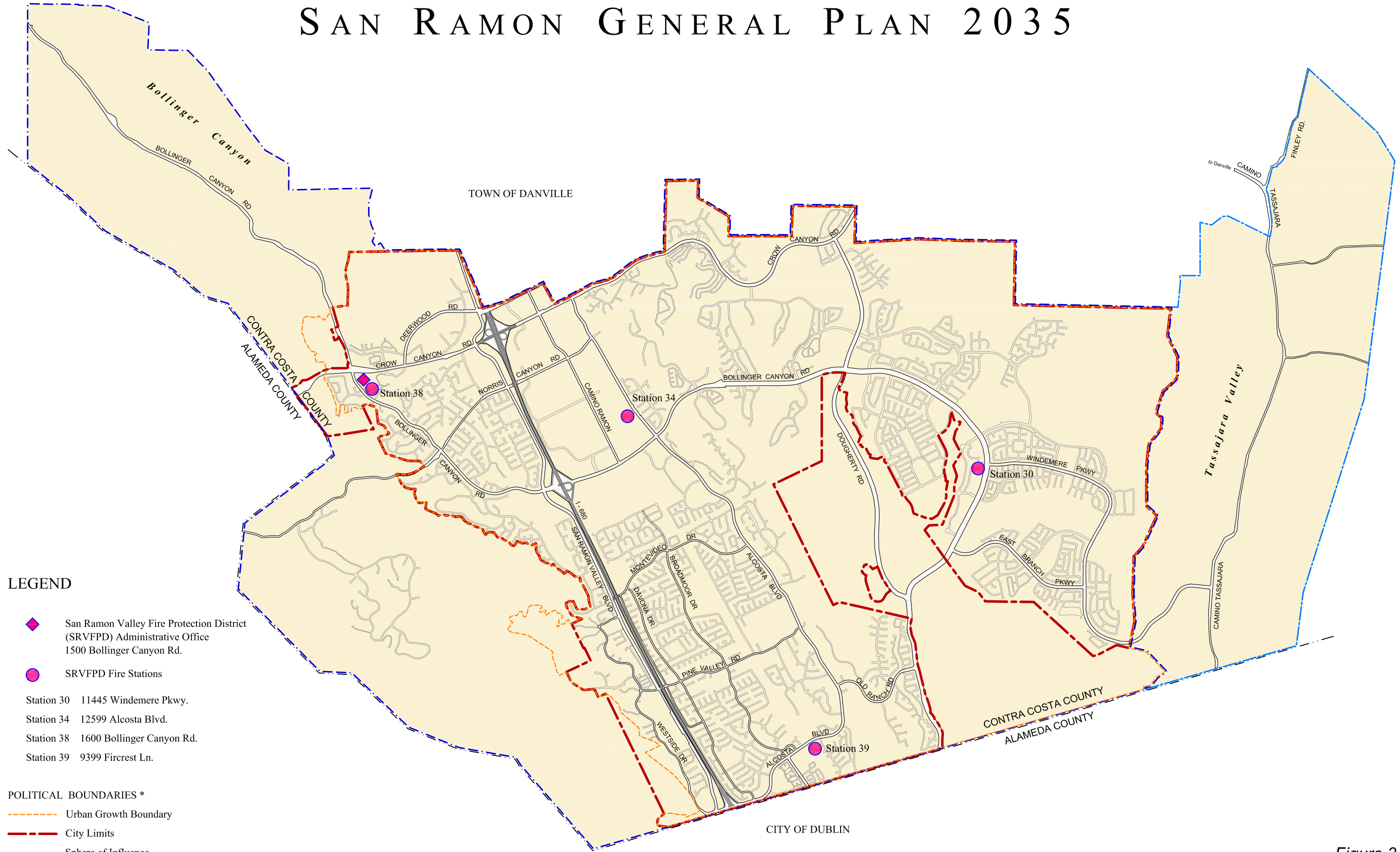
Performance Objective

Ensure that adequate and permanent sewer facilities can serve existing and future residents.



Performance Standard

Prior to project approval, require written verification from the approved service provider that adequate sanitation facilities and services will be available to serve the project.

SAN RAMON GENERAL PLAN 2035



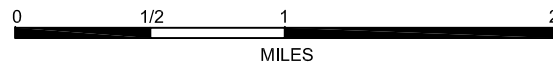
LEGEND

-  San Ramon Valley Fire Protection District (SRVFPD) Administrative Office
1500 Bollinger Canyon Rd.
-  SRVFPD Fire Stations
- Station 30 11445 Windemere Pkwy.
- Station 34 12599 Alcosta Blvd.
- Station 38 1600 Bollinger Canyon Rd.
- Station 39 9399 Fircrest Ln.

POLITICAL BOUNDARIES *

-  Urban Growth Boundary
-  City Limits
-  Sphere of Influence
-  Planning Area Boundary
-  County Boundary

* The locations of political boundaries are shown adjacent to each other for ease of identification. Actual political boundaries are coterminous when shown as contiguous, parallel, or overlap.



San Ramon Valley Fire Protection District Sites

Figure 3-1

(Updated on October 21, 2019)

SAN RAMON GENERAL PLAN 2035

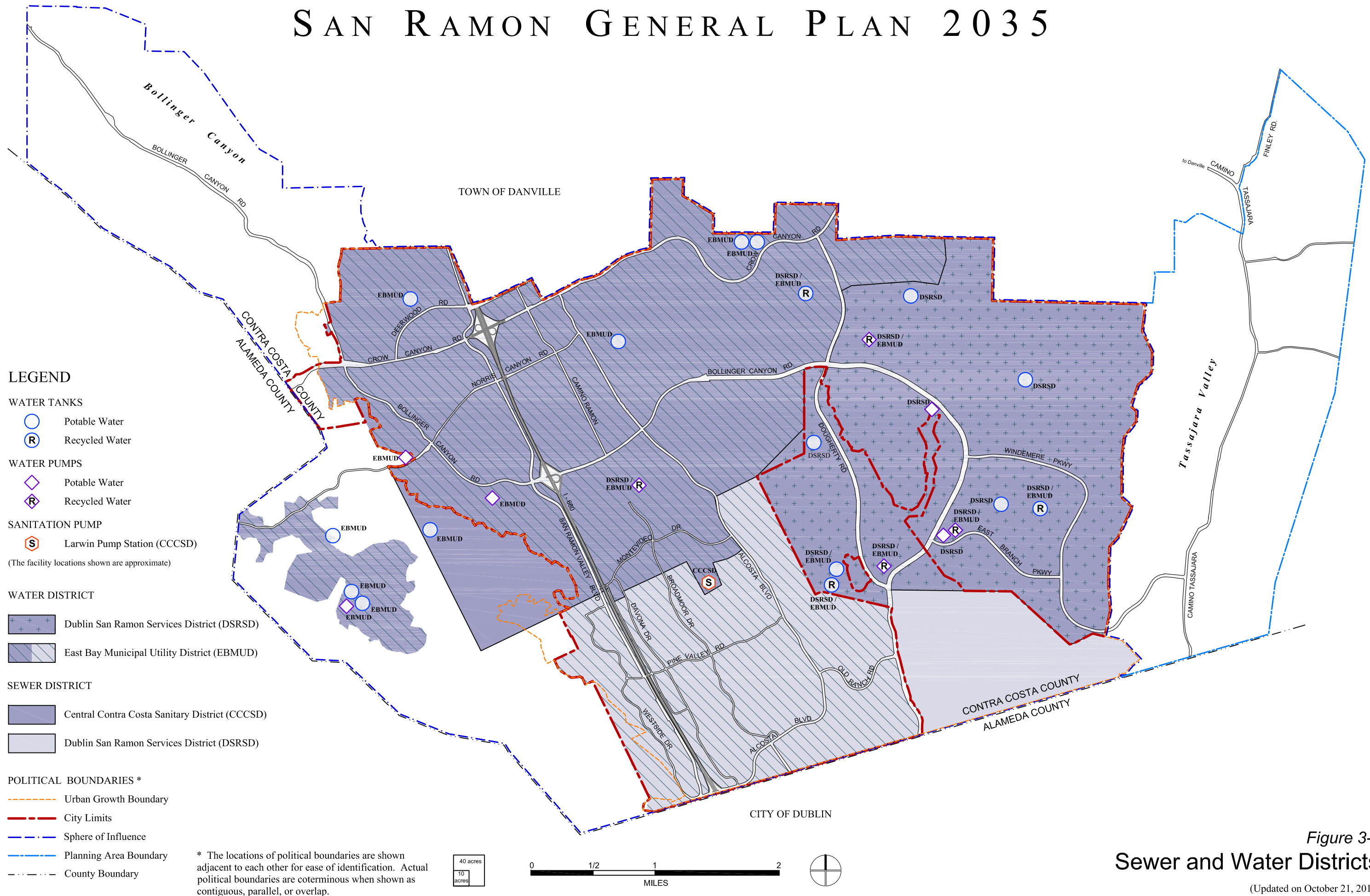


Figure 3-2
Sewer and Water Districts

(Updated on October 21, 2019)

Growth Management

SCHOOLS

Facility Analysis

The City of San Ramon is served by the San Ramon Valley Unified School District (SRVUSD). This multi-jurisdictional District currently operates eleven elementary schools (grades K-5), four middle schools (grades 6-8), two high schools (grades 9-12), and the VENTURE independent study school (grades K-12) within the City of San Ramon. Currently, approximately 14,258 students attend schools in San Ramon.

Performance Standard

Require new development to provide necessary land, funding, and/or capital facilities for the school system, as determined by the San Ramon Valley Unified School District and applicable State law.

WATER

Facility Analysis

East Bay Municipal Utility District (EBMUD) is the primary drinking water service provider within existing San Ramon City limits. Dougherty Valley (except Gale Ranch 1) will be serviced by the Dublin San Ramon Services District (DSRSD). Figure 3-2 illustrates the service areas for these providers. Both providers review all local plans that affect their respective service areas to ensure that adopted performance standards are maintained.

To supplement the demand of potable water, state law allows EBMUD to require the use of recycled water for non-domestic purposes when it is of adequate quality and quantity, available at reasonable cost, not detrimental to public health, and not injurious to plant life, fish or wildlife (EBMUD Policy 8.01). The City of San Ramon has a dual plumbing ordinance (Municipal Code Division C4 Land Development) which requires new development areas that will be served with recycled water to dual plumb in advance.

The uncertainty of EBMUD's future water supply, and the fact that EBMUD opposes any annexations that would extend its existing ultimate service boundary, suggests that both water needs and service will remain crucial factors in the City's growth.

Performance Objective

Ensure an adequate water capacity system to serve existing and future residents at economical rates.

Performance Standard

Prior to project approval, require written verification from the approved service provider that adequate water quality, quantity, and distribution will be available to serve the project.

POLICIES AND ACTIONS

To ensure that new development complies with the above performance standards, San Ramon has initiated several actions and programs, which are described in the following policies.

GUIDING POLICY

- 3.2-G-1 Ensure the attainment of public facility and service standards through the City's development review process, Capital Improvement Program (CIP), and a variety of funding mechanisms to maintain existing facilities and help fund expansion.

IMPLEMENTING POLICIES

- 3.2-I-1 Adopt "Findings of Consistency" that ensure new projects will comply with the City's performance standards through its development review process.

New projects will be approved only after findings are made that: (a) the Fire Protection Services, Flood Control, Police, Sanitation, Schools, and Waters performance standards will be maintained following project occupancy; (b) project-specific mitigation measures will ensure that the City's performance standards will be maintained; (c) planned capital projects will ensure that the City's performance standards will be maintained; and/or (d) the Community Centers, Libraries, and Parks performance standards can be met by General Plan buildout.

- 3.2-I-2 Utilize the Capital Improvement Program to track and monitor the construction and implementation of the City's infrastructure improvements and ensure funding sources.

The City's CIP is a five-year calendar of public improvements, prepared annually, that sets forth each capital project, identifies start dates, and states the amount of annual expenditure as well as the method of financing. New development will not be approved unless projects identified in the CIP are provided concurrent with, or will be available upon, completion of development.

- 3.2-I-3 Require new development to fund public facilities and infrastructure that is deemed necessary to mitigate the impact of that new development.

San Ramon implements the concept that new development pays its own way using primarily two mechanisms. First, the approval of a proposed project is in part based upon the developer's ability to fund improvements that will directly mitigate the impact of that new development. Second, future homeowners may be charged ongoing assessment fees, which may be established by a Landscape and Lighting District, or other funding mechanisms, to pay the additional costs of maintaining facilities and services associated with the new development. The appropriate level of assessment is calculated on a specific project basis to fund the negative fiscal impact which results when revenue generated by the new development is less than the cost of providing services to the project. Another alternative available to developers is a Community Facilities District (CFD) which may be formed to levy a special tax to fund the cost of certain additional facilities and services required by the new development but not funded by revenue generated from the development.

- 3.2-I-4 Levy local, sub-regional, and regional mitigation fees for public facilities and infrastructure improvements in proportion to a new development's impact.

Growth Management

In addition to direct project costs, the City of San Ramon requires developers to pay citywide, sub-regional, and regional fees for a variety of services and infrastructure, based upon the concept that future residents will directly benefit from the improvements. The fees paid are used to provide parks, libraries, traffic circulation improvements, transit service, creek studies and drainage mitigation improvements, noise attenuation, child care, and street landscaping.

- 3.2-I-5 Use other funding mechanisms to augment developer and/or mitigation fees, when appropriate.

In certain situations, it may benefit the City to advance funds, prior to developer funding and/or project completion. Additional financing options available to the City include but are not limited to, reimbursement agreements, credit for City fees, debt financing, and assessment districts. None of these mechanisms precludes the developer's responsibility to pay the cost or mitigate the impact of their proposed development.

- 3.2-I-6 Measure J Transportation Improvement Funds may be used for any eligible transportation purpose, however, Measure J funds cannot replace private developer funding for transportation projects and infrastructure that are needed to mitigate the impacts their development creates.

Eligible uses are specified by the Contra Costa Transportation Authority Expenditure Plan and include most transportation projects, programs, and planning purposes.

3.3 TRAFFIC STANDARDS

Traffic conditions on local streets and regional transportation facilities are a major factor of the quality of life for San Ramon residents. The City has actively promoted the maintenance of desirable levels of traffic service through its General Plan and other policies and programs.

Traffic Levels of Service (LOS), expressed as letter grades A-F, measure volume-to-capacity ratios to estimate the delay experienced by drivers at intersections. Differences in Levels of Service indicate variations in a number of factors that affect driving conditions, including speed, travel time, and freedom to maneuver. Levels of Service can be used as an indicator of the success of congestion relief measures. These measures may include land use changes, traffic engineering projects or demand management strategies.

San Ramon has established traffic circulation standards, expressed as acceptable Levels of Service for all City street intersections. These standards form the basis for the City's circulation and land use policies.

GUIDING POLICY

- 3.3-G-1 Maintain acceptable traffic Level-of-Service on City streets and roadways through implementation of Transportation Demand Management (TDM), Growth Management, the Capital Improvement Program, and traffic engineering operational measures.

IMPLEMENTING POLICIES

- 3.3-I-1 Strive to maintain traffic LOS C or better as the standard at all intersections with a maximum LOS D during a.m. and p.m. peak periods.
- 3.3-I-2 Accept LOS D during a.m. and p.m. peak periods with the possibility of intersections at or closely approaching the limits of LOS D (Volume/Capacity < 0.90), only on arterial routes bordered by non-residential development where improvements to meet the City's standard would be prohibitively costly or disruptive.

The City shall design roadway improvements and evaluate development proposals based on the above traffic standards, and as identified in traffic impact studies.

- 3.3-I-3 Require traffic impact studies for all proposed new development projected to generate 50 or more net new peak hour vehicle trips or as requested by the City Traffic Engineer.
- 3.3-I-4 Proposed development expected to generate 50 or more peak hour vehicle trips will not be approved, unless it can be shown that its impact can be mitigated and the City's traffic and circulation standards can be maintained. The City also will not approve any proposed development expected to generate over 100 peak hour vehicle trips, unless "Findings of Consistency" can be made.

Such Findings will be based on the project's ability to maintain City traffic and circulation standards, in conjunction with anticipated City-initiated capital improvements.

- 3.3-I-5 Identify and implement circulation improvements on the basis of detailed traffic studies.

Such improvements may include, but are not limited to, intersection approach lane expansion, related channelization improvements, and traffic signal installations.

- 3.3-I-6 Support regional and local neighborhood transit options to reduce the use of the automobile and maintain acceptable traffic levels of service.

Transit options include expansion of existing Central Contra Costa Transit Authority (CCCTA) bus routes and local neighborhood-level bus service with small multi-passenger vehicles for both school and non-school use. These alternatives, in conjunction with TDM measures, will assist in maintaining acceptable levels of service in San Ramon as well as the greater Tri-Valley Region.

Growth Management

- 3.3-I-7 Develop and implement, Findings of Special Circumstances for any intersection on Non-Regional Routes that does not meet the City's traffic and circulation standards.

San Ramon shall adopt Findings of Special Circumstances for any Non-Regional Route intersection that exceeds the City's level of service standards. There is currently no intersection that exceeds the adopted standards. If this situation changes, such Findings will permit San Ramon to establish alternative standards and programs to reduce congestion.

3.4 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) refers to measures designed to reduce auto traffic in order to improve air quality and reduce traffic congestion. These measures include public transit, telecommuting, compressed work weeks, carpooling, vanpooling, walking, bicycling, and incentives to increase the use of these alternatives. TDM has become increasingly important in maintaining acceptable traffic levels of service in the Tri-Valley and elsewhere in the Bay Area.

The City recognizes the need to reduce the use of single-occupant vehicles to achieve levels of service and regional air quality improvements. To meet these objectives, San Ramon will maintain its TDM Program to reflect regional air quality and congestion management standards.

San Ramon participates in the 511 Contra Costa program. 511 Contra Costa is a countywide program aimed at reducing the number of vehicle miles traveled (VMT) and reducing greenhouse gas emissions (GHG) by providing technical assistance, incentives and information to motorists driving to, through, and within Contra Costa. Many of the 511 Contra Costa program elements have been developed to fulfill TDM requirements that are described in each of the sub-regional Action Plans included as part of the Countywide GMP. These elements not only fulfill the TDM requirements of the biennial conditions of compliance checklist, but also provide quantifiable GHG emissions reductions that can be included in Municipal and Community Climate Action Plans.

GUIDING POLICY

- 3.4-G-1 Utilize Transportation Demand Management (TDM) strategies as an integral component of the City's transportation program to reduce total vehicle trips on San Ramon roadways and reduce the corresponding vehicle emissions that promote regional air quality improvements.

IMPLEMENTING POLICIES

- 3.4-I-1 Continue to implement the City's TDM Program to reduce trip generation.

The most congested areas are in the Crow Canyon and Bishop Ranch subareas, where employment is most concentrated. The City's TDM Program encourages major employment sites to attain vehicle ridership goals consistent with Bay Area Air Quality Management District (BAAQMD) and Measure J goals and incorporates a regular monitoring program (biennial employer surveys/driveway counts) to assess their progress.

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- 3.4-1-2 Work with 511 Contra Costa, other jurisdictions and agencies to coordinate the City's TDM Program with regional TDM programs and activities.

Regional coordination plays an important role in TDM. San Ramon combines its resources with other jurisdictions and agencies, such as the Southwest Area Transportation Committee and the Tri-Valley Transportation Council, to promote TDM goals and objectives by providing TDM promotional information at locally sponsored events, such as marketing handbooks and training classes. In addition, annual regional and statewide events such as Bike to Work Day, Spare the Air, and Don't Light Tonight require coordinated promotional efforts by local jurisdictions to ensure their success.

- 3.4-1-3 Cooperate with regional and local service providers and other jurisdictions to promote local and regional public transit service.

San Ramon is currently served by one public transit provider: CCCTA. Fixed routes and express buses are operated between the San Ramon Transit Center, Dougherty Valley, the Bishop Ranch Business Park, and BART. When higher employment and residential densities are reached, public transit will play a larger role in transportation in the area, particularly for commute trips within San Ramon and to and from neighboring cities in the Tri-Valley. The City also works in concert with large employers, school sites, colleges, and multi-tenant buildings in San Ramon to promote public transit service.

- 3.4-1-4 Support local feeder transit service to and from current and future regional transit lines.

- 3.4-1-5 Preserve options for future transit use when designing improvements for roadways.

When recommending or requiring new major roadways or modifications to existing major roadways, the City will ensure that public transit options are considered, and accommodated where appropriate, to allow for optimal public transit route planning.

- 3.4-1-6 Locate future transit uses, such as light rail or BART, in the I-680 right-of-way.

San Ramon, Danville, and Contra Costa County have adopted a memorandum of understanding that designates the I-680 right-of-way as the preferred alignment for future rail transit service through the San Ramon Valley for the purpose of serving major employment centers. The Measure J Transportation Expenditure Plan allocates funding for the I-680 Carpool Lane Gap Closure/Transit Corridor Improvements including proposed HOV on/off ramps at Norris Canyon Road, auxiliary lanes, and increased express bus service for the San Ramon Valley.

- 3.4-1-7 Improve and expand the bicycle routing system in San Ramon.

Currently, almost a quarter of the residents who work in San Ramon live within five miles of their offices. A comprehensive bicycle lane system would allow them the option of using bicycles rather than cars to commute to work.

3.5 REGIONAL COOPERATION

Traffic congestion is not limited to San Ramon's boundaries. Traffic congestion is experienced at the local and regional level and issues regarding traffic circulation and congestion within are addressed at both local and regional levels. Traditionally, regulating policies and mitigation measures have been designed and implemented solely at the local level. However, if workable solutions are to be formulated and implemented, a more regional view and approach must prevail. It is the City of San Ramon's practice to actively cooperate with neighboring jurisdictions to reduce transportation congestion by participating in region-wide transportation planning efforts, as exemplified by the Southwest Area Transportation Committee (SWAT) and the Tri-Valley Transportation Council (TVTC), and by encouraging public input through the San Ramon Transportation Advisory Committee and the San Ramon Transportation Demand Management Advisory Committee.

Measure J requires the preparation of Action Plans, the purpose of which is the development of measures and programs to mitigate regional traffic impacts. These plans are intended to focus on Routes of Regional Significance, characterized as facilities that:

- Are state highways, freeways or freeway interchanges,
- Carry a significant amount of traffic originating or destined out of San Ramon (Crow Canyon Road, Bollinger Canyon Road, etc.),
- Pass through three or more jurisdictions (e.g., San Ramon Valley Boulevard),
- Connect to Alameda County jurisdictions (Village Parkway, Dougherty Road, etc.), and/or
- Serve a major regional employment or activity center.

In 2014, the TVTC, in updating its Action Plan, identified that the Iron Horse Trail as meeting the criteria of Routes of Regional Significance because of its importance from a regional perspective, providing regional mobility and connecting multiple jurisdictions. As such, the Iron Horse Trail is now classified as a Route of Regional Significance which is not typical for a multimodal trail, however, will allow for additional grant opportunities for corridor improvements and emphasizes local multimodal resources and objectives in the text of TVTC Action Plan.

Figure 3-3 illustrates the Routes of Regional Significance in the San Ramon Planning Area. San Ramon will actively cooperate with other local jurisdictions, the regional transportation committees, and the CCTA to develop and implement programs that effectively reduce congestion on the regional transportation network.

GUIDING POLICY

- 3.5-G-1 Participate in regional cooperative and multi-jurisdictional transportation planning for the maintenance of regional mobility and air quality standards as required by the Measure J Growth Management Program and the Contra Costa Congestion Management Plan (CMP).

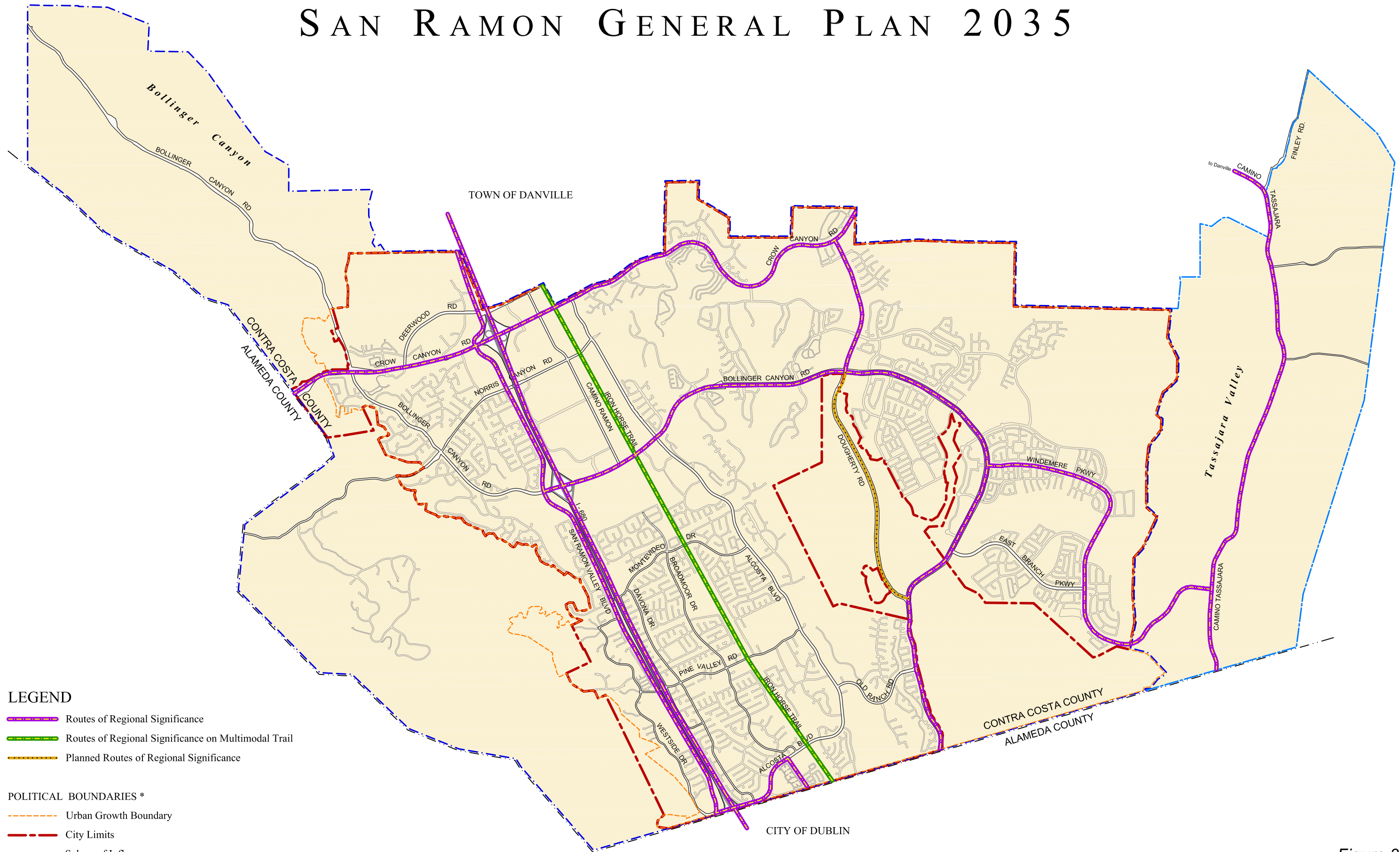
IMPLEMENTING POLICIES

- 3.5-I-1 Continue to develop and implement Action Plans for Routes of Regional Significance, in cooperation with the Southwest Area Transportation Committee (SWAT), the Contra Costa Transportation Authority (CCTA), and the Tri-Valley Transportation Council (TVTC).
- 3.5-I-2 Continue to implement the Tri-Valley Transportation Action Plan through participation in the Tri-Valley Transportation Council (TVTC).
- 3.5-I-3 Participate in programs to mitigate regional traffic congestion, including implementation of regional and sub-regional traffic impact fees on new development.
- 3.5-I-4 Emphasize regional transportation demand management and trip reduction strategies as alternatives to increased roadway capacity.
- 3.5-I-5 Continue to address the impacts of land use decisions on regional and local transportation facilities by applying the Contra Costa Transportation Authority (CCTA) travel demand model and technical procedures during project analysis. Additionally, help maintain CCTA's travel demand modeling system by providing information on proposed improvements to the transportation system and future developments and long-range plans within San Ramon.
- 3.5-I-6 Participate in the Contra Costa Transportation Authority conflict resolution process as needed to resolve disputes related to the development and implementation of Action Plans and other Growth Management Program.




3.6 JOB AND HOUSING OPPORTUNITIES

Balancing job and housing opportunities is an important issue at both the local and regional level. The right mix of housing units with jobs can help reduce traffic congestion, improve air quality, and secure an adequate labor supply for businesses in San Ramon. Though the job/housing ratio has improved from 1.51 to 1.26 since 2000, there are still more people commuting from other cities to jobs in San Ramon than there are local residents traveling to local businesses. This indicates a need to continue improving the balance of jobs and housing within the City of San Ramon, and by buildout of this General Plan to the year 2035, the jobs/housing ratio is estimated to be 1.22 (see Land Use Element Section 4.5 Table 4-9 for further discussion). When the City incorporated in 1983, much of its area had already been developed or pre-zoned for office and residential uses.



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LEGEND

-  Routes of Regional Significance
-  Routes of Regional Significance on Multimodal Trail
-  Planned Routes of Regional Significance

POLITICAL BOUNDARIES *

-  Urban Growth Boundary
-  City Limits
-  Sphere of Influence
-  Planning Area Boundary
-  County Boundary

* The locations of political boundaries are shown adjacent to each other for ease of identification. Actual political boundaries are coterminous when shown as contiguous, parallel, or overlap.



Figure 3-3
Routes of Regional Significance

(Updated on October 21, 2019)

Growth Management

Today, the area within the San Ramon city limits is mostly developed and the challenge to the City is to provide a broader range of residential options within a limited land area to bring job and housing opportunities in closer equilibrium. A broad range of housing issues is discussed further in the Housing Element.

GUIDING POLICY

- 3.6-G-1 Promote the opportunity to both work and live in San Ramon through implementation of the Housing Element.

IMPLEMENTING POLICIES

- 3.6-I-1 Develop and implement housing programs that emphasize the availability of housing for people who work in local jobs.

One of the primary objectives of the City's Housing Element is to increase opportunities for households at all income levels to live near where they work, particularly public sector employees. This will not only help reduce regional traffic congestion, but also help retain a healthy economic base for the City.

- 3.6-I-2 Evaluate the impact of proposed General Plan Amendments on the availability of job and housing opportunities.

Despite the City's limited availability of developable acreage, land use changes offer the chance to re-examine areas that have the potential for housing and economic development as well as to achieve a reduction in commute trips and average commute length.

- 3.6-I-3 Prepare a biennial report on the implementation of actions outlined in the Housing Element, for submittal to Contra Costa Transportation Authority as part of the biennial Growth Management Program Compliance Checklist. The report will demonstrate reasonable progress by illustrating how San Ramon has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development.

This required report will be incorporated into the City's General Plan Annual Report, which is submitted annually to the State Department of Housing and Community Development to demonstrate Housing Element compliance.

- 3.6-I-4 As part of the development review process, support the accommodation of public transit, bicycle, and pedestrian access for new development.

4

Land Use

The City of San Ramon is committed to an orderly land use development pattern that emphasizes the needs of the community and balances land use, housing needs, economics, transportation, environmental preservation safety, and quality of life goals. This element of the General Plan contains a background discussion of the evolution of land uses in the City's nine planning subareas. Central to the Land Use Element is the General Plan Land Use Diagram and land use classification system. This organizational framework provides the foundation by which the guiding and implementing policies will shape land use and development decisions to maintain a strong community identity and character for the next 20 years.

4.1 EVOLUTION OF THE CITY

In the early 1800s, land in present-day San Ramon was part of the Mission San Jose and was used primarily for cattle and sheep grazing. American settlers came to the area in the 1850s and during the next two decades, ranchers west of San Ramon Valley Boulevard built the homes that now are the only visible evidence of San Ramon's early years. With the arrival of the Southern Pacific Railroad tracks in 1891, San Ramon became the permanent name of the prosperous village at the end of the branch line. Little changed in the San Ramon Valley between 1890 and 1950. In 1958, the Contra Costa County General Plan largely determined the community's future form when it designated 464 acres as "controlled manufacturing." These acres ultimately became the Bishop Ranch Business Park.

Growth in the 1960s was facilitated by the extension of Interstate 580 through the Livermore Valley and I-680 from Walnut Creek to I-580. In the 1970s, the arrival of Beckman Instruments, Toyota, Chevron, and Pacific Bell at Bishop Ranch transformed the I-680 corridor into the high-prestige alternative location to San Francisco and Oakland that it is today. Approximately 9 million square feet of office space now exists in Bishop Ranch¹ with an additional 17.8 million square located in the Tri-Valley area². During the 1980s and 1990s, residential construction continued in tandem with office construction, along with the addition of new shopping centers throughout the City. As development has extended to the City limits, San Ramon accommodated further growth by annexing new areas, such as Henry and Thomas Ranches in the Westside, Faria Preserve in the Northwest and Windemere and portions of Gale Ranch in Dougherty Valley. Today San Ramon offers a full complement of jobs, housing, transit options and community services and facilities.

¹ Bishop Ranch Website: http://www.bishopranch.com/bishop_ranch/history.shtml.

² NCRSP Focused Market Study, KMA 2009.

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Table 4-1: San Ramon/Contra Costa County Population Comparison 2000-2014

Year	<i>San Ramon (Jurisdiction)</i>			<i>Contra Costa County</i>		
	2000	2014	% Change	2000	2014	% Change
Population	44,720	77,270	72.8%	948,816	1,087,008	14.6%
Residential Units (Occupied)	16,944	26,508	56.4%	344,129	380,562	10.6%
Vacancy Rate	3.46%	3.6%	3.9%	2.95%	6.2%	110.2%
Persons Per Household	2.68	2.91	8.58%	2.72	2.83	4.04%

Since 2000, San Ramon has grown at a healthy pace. The population for the City San Ramon jurisdictional boundary has increased by 72.8 percent since 2000, which is well above the countywide averages of 14.6 percent. Table 4-1 provides a comparison of growth in San Ramon and Contra Costa County.

The corresponding job growth in the Planning Area has gone from 40,030 jobs in 2000 to 45,994 jobs in 2014 or an increase of 14.9% since 2000. The estimated job growth percentage is approximately 20% that of the estimated population growth for the same period. These trends reflect the past City growth that has been heavily weighted toward housing (population) as a result of Dougherty Valley development and the subsequent annexations. Eventually, when the remaining unincorporated portions of Dougherty Valley are developed, they too will be annexed and added to the list of new areas within the City.

With little vacant land remaining for new development within the City limits, San Ramon has two basic philosophies to accommodate future growth. The first is through the continued annexation of adjacent unincorporated areas within the Urban Growth Boundary (UGB) into the City to accommodate any future housing needs, support the regional employment base, and meet the demand for municipal services. These areas include the balance of the Dougherty Valley Specific Plan, and several undeveloped parcels in the Westside and Northwest Specific Plans currently identified as housing opportunity sites. The second philosophy is to focus new growth inward through the intensification of land use density by encouraging infill and redevelopment projects within the existing urban areas defined by the UGB, which include the North Camino Ramon Specific Plan, Crow Canyon Specific Plan and City Center Project. The previous General Plan 2020 embraced this smart growth philosophy through the creation of mixed-use districts to accommodate both commercial and residential uses as well as a continuing commitment to regional initiatives such as Plan Bay Area, the Bay Area’s Sustainable Community Strategy. Plan Bay Area is a regional development and conservation strategy that promotes a more compact land use pattern for the Bay Area. Through Plan Bay Area, regional agencies will support local governments’ commitment to fostering complete, livable communities that focus development in areas served by transit and provide natural open space areas by working to direct existing and future incentives to Priority Development Areas and Priority

Land Use

Conservation Areas. In San Ramon, Priority Development Areas (PDAs) have been established for both the City Center project area, and the North Camino Ramon Specific Plan area (2013).

4.2 PLANNING SUBAREAS IN SAN RAMON

San Ramon is divided into nine planning subareas, as shown in Figure 4-1. Although all subareas include a variety of land uses, each is generally dominated by one use type that defines its own identity. The following includes a brief description of each subarea and a look at how land use is distributed across these subareas.

Table 4-2: Planning Subareas by Size

<i>Planning Subarea¹</i>	<i>Acres</i>	<i>Square Miles</i>	<i>Proportion of Planning Area²</i>
Bishop Ranch	643	1.00	2.8%
Bollinger Canyon	2,962	4.63	12.7%
Crow Canyon	625	0.98	2.7%
Dougherty Hills	1,677	2.62	7.2%
Dougherty Valley	6,530	10.20	28.0%
Southern San Ramon	2,170	3.39	9.3%
Tassajara Valley	3,741	5.84	16.0%
Twin Creeks	1,486	2.32	6.4%
Westside	3,487	5.45	15.0%
Total	23,323	36.44	100.0%

Notes:

¹ The General Plan planning areas include land in subareas that is outside the city limit and UGB, but would likely have a direct impact on the ultimate City development at General Plan Buildout.

² Due to independent rounding, detail may not sum to total.

BISHOP RANCH

The Bishop Ranch subarea has established San Ramon a major employment center of the San Francisco Bay Area. The subarea consists primarily of Office uses with a retail and commercial services component and totals approximately 9 million square feet of floor space. This area accounts for roughly 50 percent of the non-residential floor space in the San Ramon Planning Area and provides an estimated 30,000 jobs³. Since 1995, more than 2.8 million square feet of space has been added in the Bishop Ranch subarea including Bishop Ranch 1 (728,000

³ Bishop Ranch Website: http://www.bishopranch.com/bishop_ranch/history.shtml.

San Ramon General Plan 2035

square feet) Bishop Ranch 3 (965,808 square feet) Bishop Ranch 15 (750,400 square feet) and the Shops at Bishop Ranch (346,000 square feet).

The Central Park, San Ramon Community Center, Iron Horse Middle School, and the San Ramon Public Library have been added to the Bishop Ranch subarea since the City was incorporated in July 1983. In 2007, the City approved entitlement for the construction of the City Center Mixed Use Project at the intersection of Bollinger Canyon Road and Camino Ramon, adjacent to the Iron Horse Trail, Central Park, and Community Center.

The City Center project reflects the City's desire for a downtown and was supported under the previous General Plan 2020, Zoning Ordinance, and Economic Development Strategic Plan. The approved project consists of 2,076,884 square feet of pedestrian/bicycle friendly, mixed-use, transit-oriented development. The major components include residential (487 units); a lifestyle retail center with an arts cinema; restaurants (635,042 square feet); a premium hotel (169 rooms); three Bishop Ranch office buildings⁴ (590,665 square feet); and a new city hall with council chamber, library, with a regional transit center (110,500 square feet).

The project approvals came at the start of the economic downturn and there was uncertainty regarding the timing of the project moving forward as envisioned by the development agreements. As such, the project remained on hold pending a better economic climate.

On October 8, 2013, the City of San Ramon entered into a Memorandum of Understanding with Sunset Development, the City's private sector partner on the City Center Project, to design and construct a new City Hall. Under the terms of the MOU the location of the proposed City Hall will move from the approved location in the City Center Project to a new location at the southwest corner of Central Park. Sunset Development will retain ownership and development rights for the former City Hall site (Parcel 1B) subject to the terms of the MOU and Development Agreements.

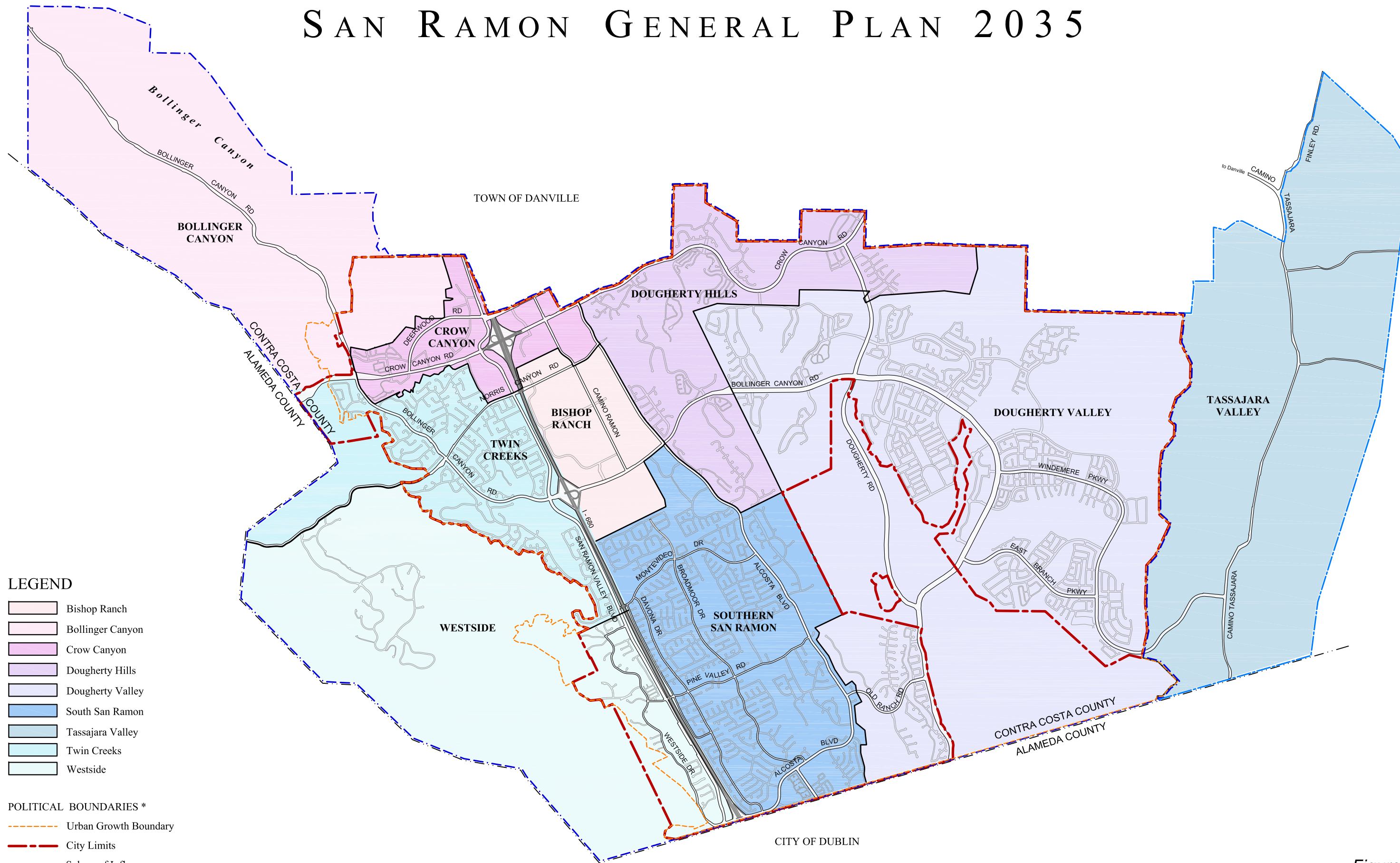
On May 20, 2014, the City approved the plans for the design of the new City Hall and construction began in late 2014. Additionally, on June 10, 2014 Sunset Development presented a revised vision and development concept for phase-one of the City Center Plaza District. This first phase is comprised of the retail and theater portion of the previously approved Project. Construction of phase one of the Project began in 2015 and is anticipated to open in the Fall of 2018.

NORTH CAMINO RAMON SPECIFIC PLAN AREA

In 2008, the City initiated preliminary planning and feasibility studies for the development of the North Camino Ramon Specific Plan. The North Camino Ramon Specific Plan (NCRSP) area consists of approximately 295 acres located in both the Bishop Ranch and Crow Canyon Subareas (see Figure 4-1).

⁴ Square footages adjusted based on the City Center Settlement Agreement.

SAN RAMON GENERAL PLAN 2035



- LEGEND**
- Bishop Ranch
 - Bollinger Canyon
 - Crow Canyon
 - Dougherty Hills
 - Dougherty Valley
 - South San Ramon
 - Tassajara Valley
 - Twin Creeks
 - Westside
- POLITICAL BOUNDARIES ***
- Urban Growth Boundary
 - City Limits
 - Sphere of Influence
 - Planning Area Boundary
 - County Boundary

* The locations of political boundaries are shown adjacent to each other for ease of identification. Actual political boundaries are coterminous when shown as contiguous, parallel, or overlap.



Figure 4-1
Planning Subareas

(Updated on October 21, 2019)

Land Use

The NCRSP is a long-range plan that embodies the smart growth principles for a live-work, transit-oriented, pedestrian- and bicycle-friendly neighborhood with a sense of identity, and that will meet the future needs of San Ramon residents and complement the City Center Project.

The vision of this Mixed-Use Plan is for a blend of retail, commercial services, and housing that can provide stimulus for economic development to address the community's unmet commercial and retail needs while balancing quality of life for San Ramon residents. The Specific Plan will encourage redevelopment of the Plan Area toward a coordinated vision over time through individual land use changes based on property owner goals and market forces. The Specific Plan does not dislocate any existing businesses; rather, the Plan responds to future property redevelopment opportunities through market-driven forces and other development incentives. The Specific Plan allows property owners to determine when is the right time to consider changes or a redevelopment proposal. The Specific Plan will support these future changes by providing land use flexibility, encouraging innovative design, and providing certainty about the future planning process and vision for this area. The NCRSP was adopted by the City Council on July 24, 2012. In late 2008, as part of the Association of Bay Area Governments' regional planning initiative called "FOCUS," the project area received a "Potential Priority Development Area" designation in advance of the Specific Plan development. In 2013, following completion of the Specific Plan, the Priority Development Area was updated from "Potential" to "Planned" thereby making projects within the plan area eligible for capital infrastructure funds, in addition to planning, and technical assistance grants.

The first residential units in the Specific Plan area began construction in 2013. The Park Central project, consisting of 115 residential units, is located in the Multifamily Mixed Use District of the NCRSP and is anticipated to be occupied in 2014/2015. The addition of residential units in proximity to existing and future office and retail development is expected to provide vitality to the area and support the smart growth and pedestrian oriented development concepts of the General Plan and NCRSP.

BOLLINGER CANYON

The Bollinger Canyon subarea follows both sides of Bollinger Canyon Road north from Crow Canyon Road and terminates about 4.5 miles to the northwest, within Las Trampas Regional Wilderness boundaries. The Bollinger Canyon Subarea is primarily outside City limits; however, it is within the City's Sphere of Influence (SOI). Bollinger Canyon Road is paralleled on both sides by steep slopes and high ridges along its length. Bollinger Canyon is notable for its rugged natural beauty as well as its geologic instability.

At present, there are approximately 114 residential units in this subarea. The Emeritus senior living facility (Merrill Gardens), located within the City limits, accounts for 81 units (99 beds total). The remaining areas of Bollinger Canyon Subarea outside the NWSP are rural in character and subject to Rural Conservation designation. There are approximately 33 additional units, almost all of which are on parcels of an acre or more and many of which have equestrian facilities. These properties are located in unincorporated County, but within the City's Planning Area.

On November 28, 2006, the City of San Ramon approved the Northwest Specific Plan (NWSP), which establishes land use goals and policies for approximately 354 acres located immediately northwest of the City limits and within the Bollinger Canyon subarea. The NWSP consists of two primary areas The Faria Preserve Community and The Chang/Panetta properties. The Faria

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Preserve Community is approximately 290 acres (Neighborhoods A to D) and is located east of Bollinger Canyon Road. The land use plan consists of a mix of residential and community facilities consisting of 786 residential units, a community park, a house of worship site, and a site for an educational facility. The Chang/Panetta properties represent the balance of NWSP at approximately 64 acres (Neighborhood E), are located west of Bollinger Canyon Road, and are anticipated to consist of up to 44 larger residential properties.

In October 2012, a vesting tentative map, development plan amendment, architectural review and environmental review applications were submitted for development of a revised 786-unit subdivision Faria Preserve Project. Through the development review process the unit count was reduced to 740 units with 213 (28.8%) of the total units identified as affordable. The Planning Commission approved the revised Faria Preserve project on May 6, 2014, and that approval was subsequently upheld by the City Council on September 23, 2014.

In 2016, the voter-sponsored “Faria Preserve Development Reduction, Open Space Protection, and Workforce Housing Endowment Initiative” (“Initiative”) was adopted to allow a reduction in the overall density and maximum number of dwelling units in the Faria Preserve from 740 to 618 by reducing the maximum number of dwelling units within Neighborhood V of the NWSP from 302 to a maximum of 180 (with a maximum density of 18 units per acre). This reduction in residential development density would be accomplished by changing the housing type within Neighborhood V from higher density rental apartment units to lower density, market-rate, age-targeted, for-sale units. The option for that reduction in density is available at the developer’s election so long as the developer contributes into a fund established by the City for the purpose of facilitating affordable housing in San Ramon.

CROW CANYON

The Crow Canyon subarea extends along both sides of Interstate 680 and along Crow Canyon Road easterly from Bollinger Canyon Road to Alcosta Boulevard and northward to the City limits. The earliest commercial development in San Ramon is located in this area. Since incorporation, a variety of new retail and office developments have been completed, and this subarea now includes three major retail centers Home Depot Center, Diablo Plaza and Courtyard Center as well as several office buildings. At present, there are roughly 4.9 million square feet of nonresidential uses in this area, 1.37 million square feet of which has been added since 1995, including Home Depot (1995), Saf Keep Storage (1999), Extended Stay Hotel (2000), Fostoria Self Storage (2001) Sierra Suites Hotel (2002) and several smaller commercial buildings.

Portions of this subarea are characterized by a variety of commercial uses and diverse architectural styles. Many of the buildings are in need of upgrade and are considered underutilized by the City. In 1986, the City created the Downtown Specific Plan within this subarea, which was an early effort to create a downtown for the City, which ultimately led to the vision of the current City Center along Bollinger Canyon Road. In addition, in 1986, City designated the majority of this subarea as a redevelopment project area to create financial incentives for existing businesses, facilitate new development, and reinvigorate the local economy. In 1991, the City adopted the Conservation and Enhancement Program for the Crow Canyon Redevelopment Area, whose strategy is to conserve and reinforce existing uses, encourage infill development, and enhance the area’s assets.

Land Use

In 2006, the City adopted the Crow Canyon Specific Plan as a tool to build on previous enhancement efforts and create a new vision for the approximately 128-acre office and service commercial area. The Crow Canyon Specific Plan vision leveraged the existing redevelopment area designation as a tool to create a new pedestrian-oriented, mixed-use community with concentrated commercial and residential uses, while maintaining viable light industrial and service commercial uses wishing to remain. The residential development (735 units) is envisioned to contribute to the economic revitalization of the area and is making the Crow Canyon subarea a place to live as well as work.

The Crow Canyon Specific Plan relied on the RDA as an implementation tool to assemble land and provide tax increment funding necessary to the successful implementation of the Specific Plan. In 2011, as part of the California Budget Act, the Legislature approved the dissolution of the state's 400 plus Redevelopment Agencies (RDAs). After a period of litigation, the RDAs were officially dissolved as of February 1, 2012, including San Ramon's RDA. The elimination of the RDA as a tool for implementation results in additional challenges for implementation of the plan and financing of infrastructure. As such, Policy 4.7-1-2 continues to call for the implementation of the Specific Plan, but now suggests that the City and stakeholders in the area should consider opportunities in the evaluate the components and applicability of the Specific Plan based on current conditions and needs.

In 2013, the Planning Commission and City Council approved the construction of the Acre Project on Ryan Industrial Court. The project is an infill mixed use concept consisting of 42 townhomes and 6 live work units on the site of 2 aging commercial office buildings. Construction began in late 2014 and will continue through 2015. Elsewhere in the Crow Canyon Subarea there are approximately 1,847 existing residential units and approximately 1,904 additional units programmed and identified housing opportunity sites within the Housing Element. Total Crow Canyon Subarea buildout is anticipated to be approximately 3,751 units.

DOUGHERTY HILLS

The Dougherty Hills subarea extends from the Crow Canyon Road/Dougherty Road area to the southern boundary of the Canyon Lakes subdivision. The primary land use in this subarea is residential with 4,915 homes. The largest residential community within the subarea is Canyon Lakes, which was constructed during the 1980s under the jurisdiction of Contra Costa County. Canyon Lakes includes residential neighborhoods, a golf course open to the public, a small retail shopping area and health club. The Dougherty Hills area offers diverse housing choices, with large homes on quarter-acre lots at Royal Ridge, Deer Ridge, and West Branch to luxury condominiums such as Sienna Hills, Copper Ridge and East Ridge developments. The Dougherty Hills subarea is essentially built out with minimal potential for infill development.

DOUGHERTY VALLEY

The Dougherty Valley subarea extends from the southern border of the Dougherty Hills subarea, east to the Tassajara Valley Subarea, West to approximately Alcosta Blvd. and south to the Alameda County line.

The Dougherty Valley Specific Plan project area is envisioned primarily as residential neighborhoods organized around schools, parks, civic, public facilities, and natural features and consists of Gale Ranch (2,740 acres), Windemere Ranch (2,360 acres), and the U.S. Army

Camp Parks (910 acres).⁵ In 1992, Contra Costa County approved a specific plan that would allow the development of 11,000 residential units clustered throughout Dougherty Valley east of the San Ramon City limits. Approval of this development by Contra Costa County created concerns regarding traffic impacts on neighboring cities such as San Ramon, Danville, Dublin, and Walnut Creek. In response, the City of San Ramon and Town of Danville in a coordinated effort filed suit against Contra Costa County over the proposed Dougherty Valley Development impacts. In 1994, San Ramon and Danville settled the lawsuit with Contra Costa County through a multi-party settlement agreement (Settlement Agreement) subject to specific terms. The Settlement Agreement allowed for an initial development of up to 8,500 residential units in the Dougherty Valley, and provided for a maximum of 11,000 residential units based on further traffic analysis and acceptable level of service on local roadways. The Settlement Agreement itself established a methodology for monitoring traffic and correcting problems if traffic levels of service objectives are not met during buildout of the project. In addition, the Settlement Agreement contained provisions for the Dougherty Valley developments to be annexed into the City of San Ramon as each phase is complete.

South of the Dougherty Valley Specific Plan developments, the subarea contains an additional 710 residential units not contained within the Specific Plan area. During the mid-1990s Bent Creek (452 units plus 1 unit in 2006), Old Ranch Estates (189 units, 1994) subdivisions were constructed and in 2008 Old Ranch Summit (54 units, plus 14 second units) was completed.

SOUTHERN SAN RAMON

Residential development began in the Southern San Ramon subarea during the mid-1960s. During the 1970s and the early 1980s, residential neighborhoods were constructed northward from the County line area to Montevideo Drive. Today, with approximately 7,374 dwelling units, Southern San Ramon is characteristic of a suburban community of primarily single-family homes on parcels of 6,500 to 10,000 square feet that feature mature landscaping.

Several projects have been constructed since 1995, including Easthampton (124 units, in 1996), Ponderosa Village (117 Units, 1996), Country Faire (40 units in 2001) and Villa San Ramon (40 additional units in 2003). Non-residential development since 1995, including Country Club Village, All Aboard Mini-Storage, and the Country Faire commercial center resulting in a net total of approximately 186,000 square feet.

Recreational facilities in the subarea include Athan Downs and Boone Acres parks, San Ramon Golf Club, the Alcosta Senior and Community Center, Park and Gardens, aquatics and tennis facilities at California High School, five joint-use playgrounds at Pine Valley Middle School, and four local elementary schools. The Iron Horse Trail provides Southern San Ramon residents with bicycle and pedestrian access to the Bishop Ranch Business Park as well as to the proposed City Center and North Camino Ramon Specific Plan areas.

⁵ While there are no immediate plans to decommission Camp Parks, it is possible that this land will become available in the future.

Land Use

TWIN CREEKS

Development in the Twin Creeks subarea began in 1969 and spread southward from Crow Canyon Road. Starting in the late 1970s, new homes have been built in successive stages moving south and southwest of Norris Canyon Road. For the most part, the Twin Creeks subarea is fully developed.

Residential neighborhoods in the Twin Creeks subarea are well established and attractive, yet diverse with respect to type of housing, densities, and lot sizes. There are approximately 3,200 dwelling units, of which 77 percent are detached single-family homes on lots ranging from 5,000 to 10,000 square feet. The remaining 23 percent is comprised of townhouses, condominiums, and apartments. Two new neighborhood parks have been programmed for this subarea. Memorial Park (Alta Mesa) was constructed in 2002 and San Catanio Creek Park (the Woodlot) has a master plan scheduled for future development. Since 1995, the only residential activity within the Twin Creeks subarea was the Thomas Ranch project (140 single-family homes, 2000). With respect to commercial development, Twin Creeks subarea has approximately 38,800 square feet neighborhood serving commercial space associated with Applebee's restaurant, Bollinger Crossing, and Homestead Village projects.

WESTSIDE

The Westside subarea encompasses 3,300 acres of largely unincorporated open hillsides bounded by Norris Canyon Road on the north and San Ramon Valley Boulevard to the east, and by the Contra Costa/Alameda County line to the south and the west. This subarea slopes upward to the west in a series of hills and ridges to the highest ridgeline at the County line. This ridgeline frames the western side of the City.

In 1989, the City adopted a specific plan for the Westside, which was updated in 1997. The Westside Specific Plan encompasses three discrete areas: 1) The area immediately adjacent to San Ramon Valley Boulevard; 2) The area south of Norris Canyon Road; and 3) the remaining open space.

The area along San Ramon Valley Boulevard is designated primarily for residential development, with a neighborhood shopping center (Gateway Centre) at the corner of Alcosta Boulevard and San Ramon Valley Boulevard. In all, 1348 units are anticipated in the Westside. Approximately 962 units have been constructed in the Westside, including approximately 258 of the 371 large lot homes approved by Contra Costa County in Norris Canyon Estates (a portion of the Wiedemann Ranch property south of Norris Canyon Road). An additional 386 residential units are programmed in associated with the Geldermann, Gateway Center, and Laborer's properties in addition to buildout of Norris Canyon Estates. The balance of land in the Westside Specific Plan Area consists of open space lands with recreational and fire trails connecting the open space and the existing developed areas.

TASSAJARA VALLEY

The Tassajara Valley Planning Subarea is located in an unincorporated part of south central Contra Costa County, southeast of the Town of Danville and is the easternmost planning subarea of the City of San Ramon. This subarea comprises approximately 3,759 acres located outside the City's Urban Growth Boundary (UGB) and SOI. Much of the land in the Valley is in agricultural use, such as spring pasture and livestock grazing, with a few orchards, small horse

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ranches, and two to five-acre ranchettes. Residential development consists of approximately 210 rural residential units, most of which are clustered along Camino Tassajara and side roads. The majority of the land area is in private ownership, and over the years, there have been several development projects proposed.

In 1997, the Tassajara Valley Property Owners Association (TVPOA), representing 18 landowners controlling about 2,140 acres, made a major development proposal for the Valley, calling for creation of a mixed-use community encompassing 4,490 acres. At buildout, the development would have included 5,950 dwelling units, 300,000 square feet of commercial/office space and 2,645 acres for parks and open space.⁶ The processing of the project ceased when Contra Costa County declared its intent to update its own General Plan and evaluate whether the Tassajara Valley should be inside or outside the County's Urban Limit Line (ULL). In July 2000, the County approved a ULL that excluded the majority of the Tassajara Valley from development until at least 2010.

In 2002, the County approved the Alamo Creek Project, which consisted of approximately 923 single-family, townhomes and senior residential units on roughly 609 acres within the County ULL. The voters approved Measure "L" in 2006, which subsequently extended the County ULL horizon until the year 2026, with opportunities for periodic reviews beginning in 2011 and a mandatory review in 2016 to demonstrate countywide land supply necessary to satisfy the jobs housing balance for the next 20 years (in accordance with Measure L).

Since the Tassajara Valley is not currently within the City's SOI, the County is the approval authority for all project applications within the subarea. In 2005, the County received a development proposal for a large cemetery project, and in 2009, there was an additional proposal for a mixed-use project including Agricultural/Rural Residential uses (New Farm). Pursuant to General Plan 2020 Policy 4.6-1-3 and in an effort to provide San Ramon greater certainty regarding the future planning process in the Tassajara Valley, the City of San Ramon placed a UGB amendment on the ballot for voter consideration. The amendment sought to add approximately 1,626 acres into the City's UGB in the Tassajara Valley as well as an additional 603 acres on the westside of the City, and to provide the City the ability to minimize future impact to San Ramon facilities and services. In November 2010, the San Ramon residents voted to maintain the UGB in its current configuration and rejected the proposed UGB modifications. While still part of the City's Planning Area, the Tassajara Valley remains outside the City's UGB and SOI and under the jurisdiction of the County for land use decisions.

In 2014, Contra Costa County is considering two significant development applications within the Tassajara Valley Planning Subarea. The Creekside Memorial Park Cemetery project (originally proposed in 2005) as well as Tassajara Parks (a housing project) at the northern end of the valley. The proposed cemetery would occupy 58.7 acres of a 221.66-acre site, while the Tassajara Parks is proposed as 152 single-family homes on 30 acres. Both projects are outside the Contra Costa County Urban Limit Line (ULL); however, the Tassajara Parks project will require an adjustment to the County ULL.

⁶ Contra Costa County. Draft Environmental Impact Report for the Tassajara Project. March 1997.

4.3 DISTRIBUTION OF EXISTING USES

The land use pattern in San Ramon is reflective of the City’s history as a local- and region-serving suburban office center with surrounding residential neighborhoods and supporting businesses and services. The City’s commercial focus has traditionally been the suburban-scaled, campus-style office developments of Bishop Ranch, anchored to the north and south by the commercial services and retail activities at the I-680 interchanges with Crow Canyon Road and Bollinger Canyon Road.

Residential development in San Ramon is generally suburban with a loop-style network of curving streets and cul-de-sacs. Higher density residential neighborhoods are generally located close to commercial uses along arterial streets. As a result, San Ramon is largely comprised of auto-oriented single-use areas. Consistent with the previous General Plan 2020 policies, many of the existing commercial centers have been designated mixed use, thus creating the potential for live work opportunities and higher residential densities.

Through implementation of the previous General Plan 2020, the land use profile of the City has continued to evolve and be refined. Since 2003, the City has annexed 3,786 acres of land. Of the approximately 11,917 acres within the existing City Limits, Residential designations accounts for approximately 46% of the land area, while commercial services mixed use, and public semipublic combine for approximately 13% of the land area. Parks and Recreation and Open Space account for approximately 41% of the total land area within the City. Table 4-3 provides a breakdown of the land use types within the City limits based on General Plan designations and their relative acres.

Table 4-3: Land Use Designations (City Limits)

<i>Land Use Designation</i>	<i>Total Acreage²</i>	<i>Percent Land Area</i>
Residential	5,207.83	46.60%
Commercial	358.31	3.21%
Mixed Use ¹	644.82	5.77%
Park & Recreation	988.72	8.85%
Open Space	3,516.27	31.47%
Public/Semipublic	459.19	4.11%
Total All Classifications²	11,175.15	100.00%

Notes:

¹ Includes light industrial to mixed use as part of the NCRSP.

² Total acres for land uses do not include roadways. Planning areas not within the City limits have not been included.

Source: City of San Ramon.

Employment centers such as Bishop Ranch Business Park and other commercial district in the City account for about 10%, while Parks and open space (41%) and residential classifications (47%) account for the vast majority total land area in the City. This dense commercial office

core coupled with the residential and open space densities has been the determining factors in the development of the historic land use pattern and defining San Ramon's urban form to date.

4.4 GENERAL PLAN LAND USE DIAGRAM AND CLASSIFICATIONS

GENERAL PLAN LAND USE FRAMEWORK

General Plan Diagram

The General Plan 2035 land use framework is illustrated in the General Plan Diagram (Figure 4-2) and is a graphic representation of the City's future vision and policies. The General Plan Land Use Diagram (Diagram) designates, in general terms, the proposed location, distribution, and extent of land uses through anticipated General Plan buildout in the year 2035. The land use classifications, shown as color/graphic patterns, letter designations, or labels on the Diagram, specify a range for housing density and building intensity for each type of designated land use. These density/intensity standards allow circulation and public facility needs to be determined. They also reflect the environmental carrying-capacity limitations established by other elements of the General Plan.

The Diagram is to be used and interpreted only in conjunction with the narrative text, policies, and other figures contained in the General Plan. The legend of the General Plan Land Use Diagram abbreviates the land use classifications described below, which represent an adopted part of the General Plan.

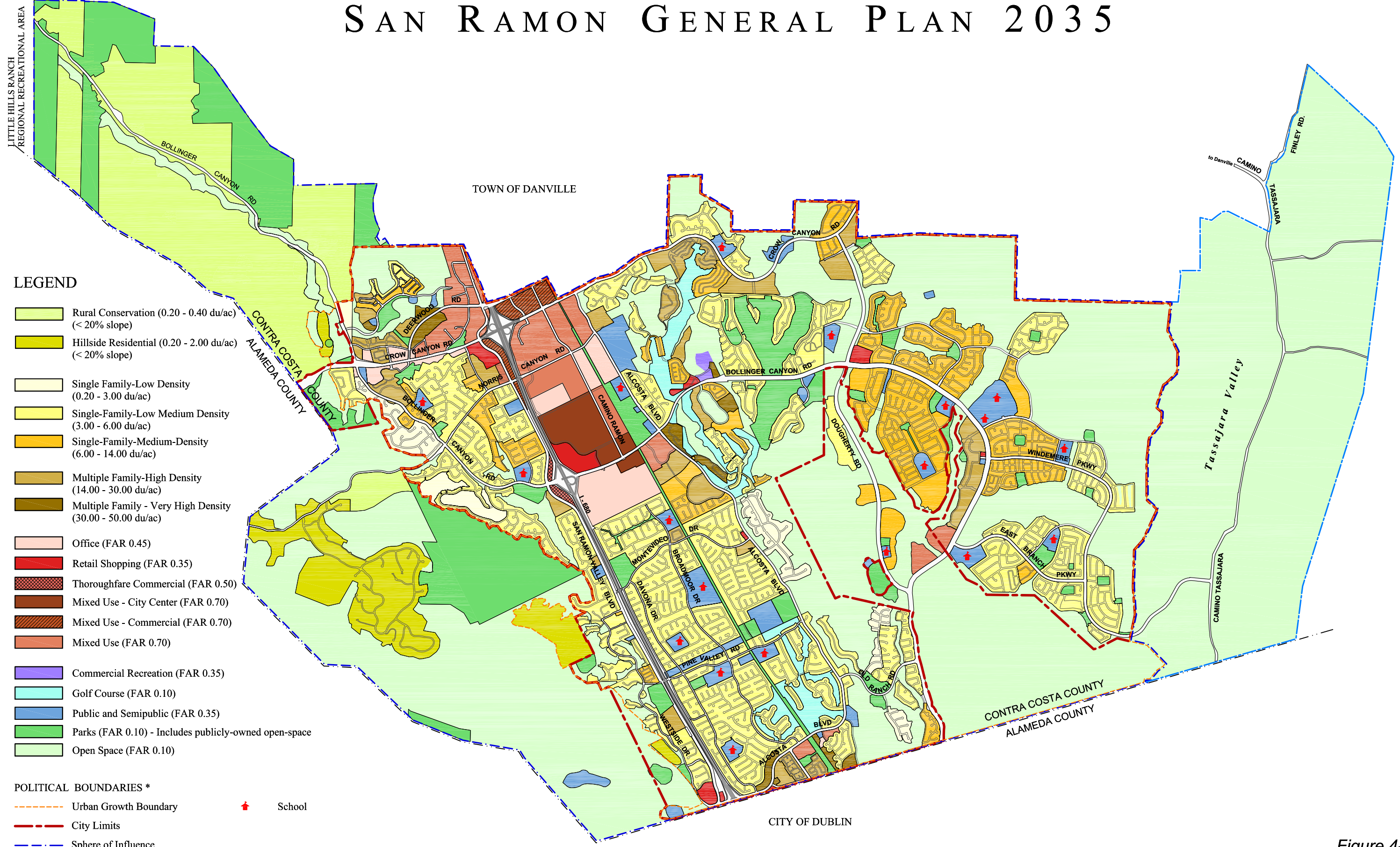
The General Plan is not parcel-specific and uses on sites less than one acre in size are generally not depicted on the Diagram. The interpretation of consistency with the General Plan on sites less than one acre in size will be done through the General Plan/Zoning Ordinance consistency matrix (see Table 4-5).

Land Use Framework Guiding Principles

The General Plan Land Use Diagram embodies several land use ideas and principles. These include:

- ***Urban Growth Boundary.*** The General Plan delineates an Urban Growth Boundary (UGB), in direct response to Measure G, approved in 1999, to preserve open space and discourage urban sprawl. The UGB was not changed as a result of the 2010 voter review and may be subject to additional review again in 2022 pursuant to Policy 4.6-1-3 should future revisions be proposed.
- ***Compact Urban Form.*** All urban growth is located within the UGB and urban densities are increased to achieve growth targets while ensuring efficient provision of services. These smart growth principles are part of the fundamental philosophy of the General Plan 2035, which has been further reinforced by the City's pursuit of Priority Development Areas (PDAs) under Plan Bay Area. By design, PDAs require the inclusion of smart growth principles promoting compact growth patterns, pedestrian oriented development with transit connections. The PDA program serves as a tool to focus resources and the existing General Plan smart growth policies to specific planning areas such as the City Center PDA and North Camino Ramon Specific Plan Potential PDA area.

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LEGEND

- Rural Conservation (0.20 - 0.40 du/ac) (< 20% slope)
- Hillside Residential (0.20 - 2.00 du/ac) (< 20% slope)
- Single Family-Low Density (0.20 - 3.00 du/ac)
- Single-Family-Low Medium Density (3.00 - 6.00 du/ac)
- Single-Family-Medium-Density (6.00 - 14.00 du/ac)
- Multiple Family-High Density (14.00 - 30.00 du/ac)
- Multiple Family - Very High Density (30.00 - 50.00 du/ac)
- Office (FAR 0.45)
- Retail Shopping (FAR 0.35)
- Thoroughfare Commercial (FAR 0.50)
- Mixed Use - City Center (FAR 0.70)
- Mixed Use - Commercial (FAR 0.70)
- Mixed Use (FAR 0.70)
- Commercial Recreation (FAR 0.35)
- Golf Course (FAR 0.10)
- Public and Semipublic (FAR 0.35)
- Parks (FAR 0.10) - Includes publicly-owned open-space
- Open Space (FAR 0.10)

POLITICAL BOUNDARIES *

- Urban Growth Boundary
- City Limits
- Sphere of Influence
- Planning Area Boundary
- County Boundary
- School

* The locations of political boundaries are shown adjacent to each other for ease of identification. Actual political boundaries are coterminous when shown as contiguous, parallel, or overlap.

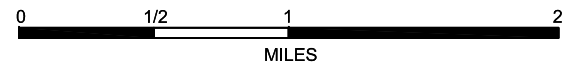


Figure 4-2
Land Use Diagram

(Updated on October 21, 2019)

Land Use

- *Mixed Use Centers.* Some existing retail shopping centers are designated mixed use to provide opportunities for office, retail, service, and housing development in the neighborhoods where they are located. *Hillside, Ridgeline, and Natural Features Protection.* New urban and rural residential designations mandate hillside, ridgeline, and natural features protection and require a high degree of open space preservation. Habitat protection programs and Clustered Development are mechanisms for protecting these resources. In addition, in 2008 the City obtained Priority Conservation Area (PCA) designation for the “Big Canyon” area located within the City’s Westside as part of the Association of Bay Area Government’s FOCUS program. The PCA provides opportunities to obtain grant funding to assist in the preserve of this area.
- *Workforce Housing.* While the General Plan provides for a full range of housing types, affordability remains a major concern that is addressed by higher density residential and mixed-use designations that will yield smaller, more affordable units.
- *Specific Plan Areas.* Given the progressive policies and long-range vision for smart growth expressed by Measure G (1999) and contained in the previous General Plan 2020, there is an increased emphasis on the specific plan process as a land use planning tool. The General Plan 2035 acknowledges existing specific plans (Figure 4-3) as an effective way to focus study on how best to implement General Plan policies in light of the range of land use issues specific to these areas. The General Plan 2035 policies provide specific direction for the preparation and maintenance of these detailed land use plans.

Urban Growth Boundary (UGB)

Adoption of a Voter approved Urban Growth Boundary (UGB) reflects one of the most significant aspects of the previous General Plan 2020 adopted in 2002 and is a guiding principle that has been carried forward in the General Plan 2030 and 2035. The UGB concept responds specifically to Measure G (1999), which also states that smart growth should be pursued within the UGB to discourage urban sprawl and preserve open space.

The primary purpose of the UGB is to limit the extent to which urban development and services are provided and to serve as a tool to protect scenic and natural resources, preserve open space, encourage infill development, and encourage the efficient development of municipal services such as sewer and water for a specific period of time. Land beyond the UGB is intended to remain rural in nature until such time as the UGB is reevaluated to assess the City’s future needs for housing and employment. The previous voter approved General Plan 2020 included policies that requires periodic UGB assessment and any future expansion of the UGB larger than 25 acres is subject to voter review. General Plan 2035 Policy 4.6-1-1 continues to allow minor adjustment of the UGB up to 25 acres with a 4/5th vote by the City Council and is more restrictive than the County ULL provisions approved under Measure “L.”

DENSITY/INTENSITY STANDARDS

The General Plan establishes density/intensity standards for each land use classification. In the residential designations, residential density is expressed as housing units per net acre, exclusive of public streets, other rights-of-way, drainage easements other non-exclusive easements, and other unbuildable lands.

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To promote dedication of permanent open space on Rural Conservation and Hillside Residential sites; an increase in density for clustered development on suitable sites may be provided in direct proportion to the amount of permanent open space provided by a development. Permanent open space dedication may include undevelopable lands as those identified in Resource Management Map (Figure 8-3), including lands subject to hillside (slopes over 20 percent) and creek and ridgeline development restrictions.

Density of development is calculated from only the remaining acres of the buildable land for a project site after the open space dedication has been factored out. As the open space dedication percentage increases, the buildable land may decrease; however, the density on the remaining land increases. Table 4-4 shows the potential average residential density for the remaining buildable areas in relation to percent of permanently preserved open space in the Rural Conservation and Hillside Residential Designations.

Table 4-4: Open Space/Density Provisions for Rural Conservation and Hillside Residential Land Use

<i>Percent of Site Permanently Preserved as Open Space (Gross)</i>	<i>For Rural Conservation (RC) Land Use Designations</i>	<i>For Hillside Residential (HR) Land Use Designation</i>
	<i>Maximum Density¹</i>	<i>Maximum Density¹</i>
Up to 49.9 percent	1 unit per 5 acres (0.2 units per net acre)	1 unit per net 5 acres (0.2 units per net acre ²)
50 to 59.9 percent	0.25 units per net acre ²	1 unit per 2.5 net acre ²
60 to 69.9 percent	0.3 units per net acre ²	1 unit per 1.25 net acre ²
70 to 79.9 percent	0.35 units per net acre ²	1 unit per net 0.5 acre ²
80 percent or more	0.4 units per net acre ²	(Above 70 percent)

Notes:

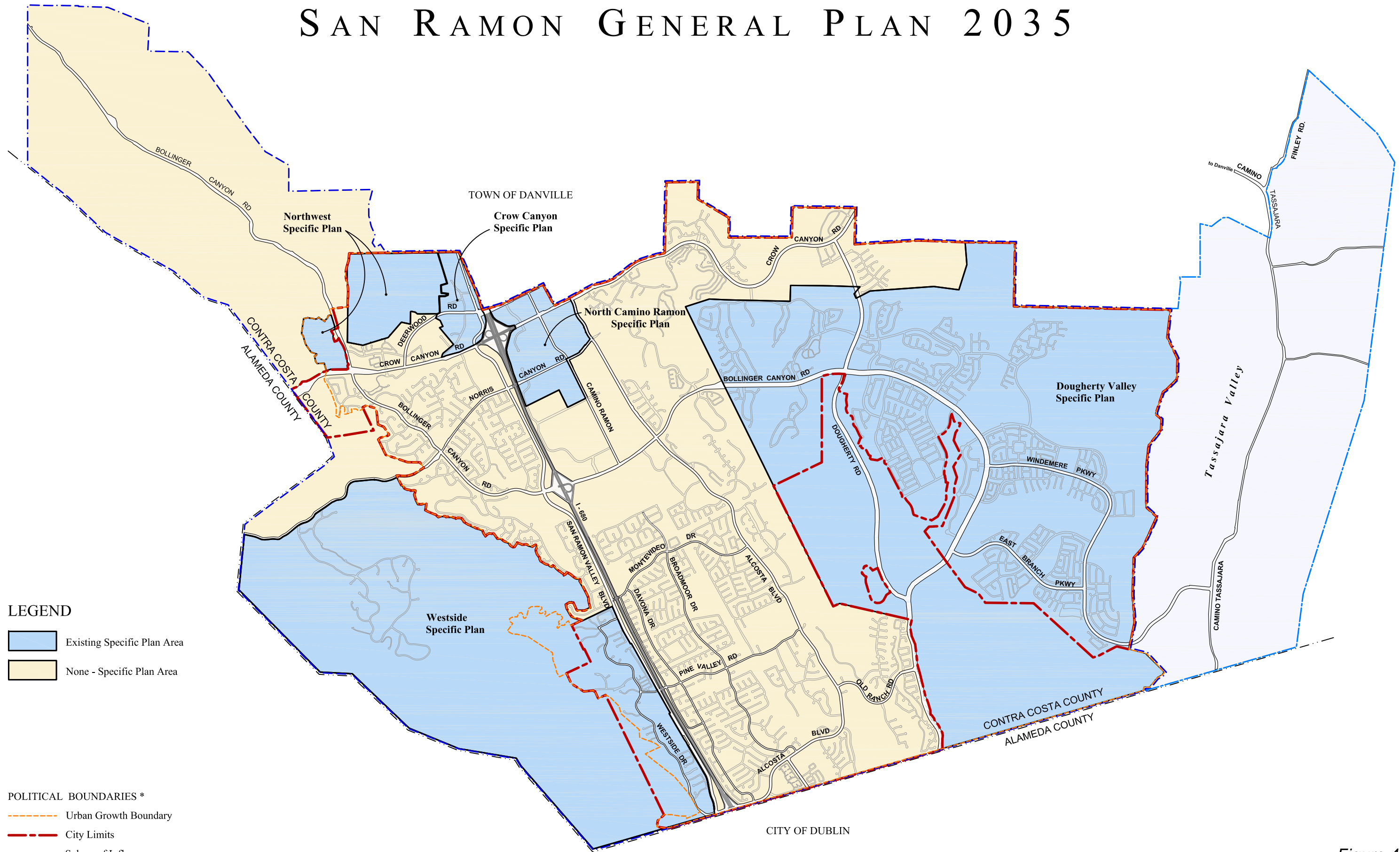
¹ Density may be lower, based on the hillside, creek, and ridgeline development restrictions

² Clustered Development required for 4 or more units

Gross open space dedication includes all land considered unbuildable plus any additional buildable area dedicated as open space in exchange for additional density excluding roadways and similar project-specific elements.

For non-residential uses, density is expressed as a maximum permitted Floor Area Ratio (FAR). The FAR is the net floor area for all structures on a lot/site to gross area of that lot/site. FAR is a broad measure of building bulk that controls both visual prominence and traffic generation. It can be clearly translated to a limit on building bulk in the Zoning Ordinance and is independent of the use occupying the building. No averaging of FAR is permitted such that the maximum FAR would be exceeded for a project as a whole. The Zoning Ordinance provides specific exceptions to the FAR limitations for uses with low employment densities, and provides for bonuses in FAR in return for the provision of amenities for public benefit, such as workforce housing units or public amenities. In addition to density/intensity standards, some land use classifications also stipulate allowable building types, such as single-family residential.

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LEGEND

- Existing Specific Plan Area
- None - Specific Plan Area

POLITICAL BOUNDARIES *

- Urban Growth Boundary
- City Limits
- Sphere of Influence
- Planning Area Boundary
- County Boundary

* The locations of political boundaries are shown adjacent to each other for ease of identification. Actual political boundaries are coterminous when shown as contiguous, parallel, or overlap.



Figure 4-3
Specific Plan Areas
 (Updated on October 21, 2019)

Land Use

The density/intensity standards do not imply that development projects will be approved at the maximum density or intensity specified for each use. Zoning regulations consistent with General Plan policies and/or site conditions may reduce development potential within the stated ranges based on specific project site conditions.

CLASSIFICATION SYSTEM

The classifications in this section are meant to be broad enough to give the City flexibility in implementing City policy, but clear enough to provide sufficient direction to carry out the General Plan. The City's Zoning Ordinance contains more detailed provisions and standards. More than one zoning district may be consistent with a single General Plan land use classification (see the General Plan/Zoning Ordinance consistency matrix in Table 4-5).

Residential

Seven residential land use classifications are established to provide for development of a full range of housing types (Mixed Use and Planned Development classifications permitting residential uses are described later in this section). Densities are stated as the number of housing units per net acre of developable land. Development is required within the density range (both maximum and minimum) as stipulated. Hillside, creek, and ridgeline development restrictions established in the Zoning Ordinance (Resource Management Chapter) may limit attainment of maximum densities.

Second units permitted by local regulation and State-mandated density bonuses for provision of workforce housing are in addition to densities otherwise permitted. Assumed average densities listed are used to calculate probable housing unit and population holding capacity. Neither the averages nor the totals constitute General Plan policy.

- *Rural Conservation.* This designation provides for rural single-family residential development of up to 1 unit per 5 acres of buildable land in un-serviced areas with clustered development encouraged to permit suitable development sites of less than 20 percent slope and to achieve an open space preservation target of 90 percent. Density increases of up to 1 unit per 2.5 acres of buildable land may be permitted with mandatory clustered development and open space dedication of over 80% of the gross area. A summary of the density ranges for the Rural Conservation designation has been provided in Table 4-3 above. The Resource Management Chapter of the Zoning Ordinance may set additional requirements, for those properties identified in Figure 8-3 of the Open Space and Conservation Element. A habitat protection plan may be required where sensitive species or habitat could be affected.
- *Hillside Residential.* This designation provides for a base density of up to 1 unit per 5 acres of buildable land for single-family residential development in serviced areas. Developments of four or more units must utilize clustered development techniques on suitable development sites with slopes of less than 20 percent. Density increases of up to 2 units per acre of buildable land in utility served areas may be permitted to achieve an open space preservation target of 70 percent. A summary of the Hillside Residential designation density ranges has been provided in Table 4-3 above. The Resource Management Chapter of the Zoning Ordinance may set additional requirements for those properties identified in Figure 8-3 of the Open Space and Conservation Element.

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A habitat protection plan may be required where sensitive species or habitat could be affected.

- *Single Family Residential-Low Density.* Single-family residential development at densities of between 0.2-3 units per acre. Typical lot sizes range from 10,000 to 15,000 square feet. This designation reflects existing low-density neighborhoods, such as *Twin Creeks Hills* and *Royal Ridge*.
- *Single Family Residential-Low Medium Density.* Single-family residential development at densities of between 3-6 units per acre with a maximum lot size of 10,000 square feet. *The Oaks* in the Westside is an example of this designation.
- *Single Family-Medium Density.* Single-family residential development at densities of between 6-14 units per acre with typical lot sizes of approximately 3,500 square feet and including detached units, zero lot line units, garden patio homes, and townhomes. New residential development in *Country Faire* is typical of this designation.
- *Multiple Family-High Density.* Multiple-family residential development at densities of between 14-30 units per acre. Such development should reflect high quality design with integrated open space and recreational and/or cultural amenities, and opportunities for workforce housing. Structure parking would be necessary at the higher end of the range. Promontory View in the Crow Canyon Redevelopment area is an example of this designation.
- *Multiple Family-Very High Density.* This new designation provides for the highest density multiple-family residential development at densities of between 30-50 units per acre. Such development units should reflect high quality design with integrated open space and recreational and/or cultural amenities, and opportunities for workforce housing. Structure parking would be necessary.

Non-Residential

Nine non-residential land use classifications are established to provide for development of employment and other uses in San Ramon. The development intensity of these land uses is expressed as a FAR as stipulated. Development standards established in the Zoning Ordinance may limit attainment of maximum FAR.

- *Office.* Business, professional, and public offices at intensities of up to 0.45 FAR, including retail uses and restaurants in mixed-use buildings and supporting commercial services at appropriate locations.
- *Retail Shopping.* Includes sites for retail shopping and services at intensities of up to 0.35 FAR, including restaurants, commercial recreation facilities, and personal, business and financial services.
- *Thoroughfare Commercial.* Travel-oriented commercial uses at intensities of up to 0.50 FAR, including hotels, motels, service stations, restaurants, etc., located on major arterial streets and intersections.
- *Mixed Use* Integrated mix of residential and non-residential uses—retail, service, office—at intensities of up to 0.70 FAR with residential densities in the range of 14-30 dwelling units per acre. Such development should reflect high quality design with integrated open space and recreational and/or cultural amenities, and opportunities for

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workforce housing. Structure parking may be necessary. Additional FAR may be allowed for projects that provide more than the 25 percent of total units as workforce housing. Types of mixed use development should consider both vertical and horizontal opportunities to provide a compatible mix of land uses consistent with the policies of the General Plan. Vertical mixed use is characterized as multi-story buildings with uses such as residential or office uses over more active ground floor pedestrian-oriented commercial, service or retail uses. Horizontal mixed use includes the same diversity of uses, but may not be constructed in a vertical configuration. Under a horizontal mixed use configuration, a project may have a commercial street frontage with other residential or office uses set to the back of the project site while still maintaining the overall mix of compatible uses. The use of either vertical or horizontal mixed use concepts should be based on the site context and surrounding land uses as well as the physical site conditions and limitations such as lot size, slope, easements, access, height, available parking, etc. Live-work units, as a mixed use option, should also be considered based on the site conditions, location, and viability of the site for more traditional retail and commercial options.

- *City Center Mixed Use* – This designation applies to City Center Bishop Ranch and the adjacent BR-2600 property in the core area of San Ramon. It is intended to foster a vibrant, integrated and cohesive mix of civic, retail, office, residential and open space uses and promote a walkable, bikable environment at the physical center of the city. The CCMU designation is also intended to create a vital, attractive destination for people from other parts of the city and the region. Development intensities of up to 0.70 FAR are permitted, with additional FAR, up to a maximum of 1.35, allowed for projects that include such elements as affordable housing; significant public benefits and/or amenities such as public art and plazas, public facilities; and/or a transit facility nearby or in close proximity. The allowable residential density range is 22 dwelling units per acre up to 50 dwelling units per acre. Development should reflect high quality design, with integrated open space and recreational and/or cultural amenities, as well as opportunities for workforce housing. Structured parking may be required.
- *Mixed Use – Commercial*. Integrated mix of non-residential uses—retail, service, office— at intensities of up to 0.70 FAR. This designation applies in locations where residential development is not appropriate, such as areas immediately adjacent to I-680. Development in Mixed Use - Commercial areas should reflect high quality design with integrated open space and/or cultural amenities. Structured parking may be necessary.
- *Golf Courses*. Golf courses and accessory facilities and uses at intensities of up to 0.10 FAR.
- *Commercial Recreation*. Sports and fitness clubs, horse stables, and amusement parks at intensities of up to 0.35 FAR.
- *Public and Semipublic*. Schools, hospitals and related medical offices, religious institutions, utilities, and quasi-public uses at intensities of up to 0.35 FAR.
- *Parks*. Public and private recreation sites and facilities at intensities of up to 0.10 FAR.
- *Open Space*. Land protected from development and primarily held in its natural vegetative state, with some land privately owned and used for agricultural purposes.

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The maximum FAR for non-residential structures is 0.10, and the residential density is limited to 1 unit per 20 acres, which may be reduced with Clustered Development and creek and ridgeline protection standards may apply.

San Ramon will implement many General Plan policies through the City's Zoning Ordinance and specific plans. Zoning must be consistent with the General Plan if the City's land use, housing, and open space policies are to be realized. A fundamental link between the General Plan and zoning is land use/zoning consistency. Table 4-5 shows how zoning districts in San Ramon are consistent with the land use designations of this General Plan.

Table 4-5: Consistency Between the General Plan and the Zoning Ordinance

<i>General Plan Land Use Designations</i>	<i>Consistent Base Zoning Districts</i>
<i>Residential</i>	
Rural Conservation	RC
Hillside Residential	HR
Single Family-Low Density	RE-A, RE-B, RS-12, RS-10
Single Family-Low Medium Density	RS-10, RS-7, RS-6
Single Family-Medium Density	RS-6, RS-D
<hr/>	
Multiple Family-High Density	RM, RMH
Multiple Family-Very High Density	RH, RVH
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<i>Office, Commercial, Industrial</i>	
Office	OL, OA, M-1, M-2
Retail Shopping	CC
Thoroughfare Commercial	CT
<hr/>	
Mixed Use	
Mixed Use	CC, MU,
Mixed Use – Commercial	CC, MU-C
City Center Mixed Use	CCMU
<hr/>	
Community Facilities/Open Space	
Commercial Recreation	CR, P
Golf Course	GC
Public and Semipublic	PS, CR, M-1, M-2,
Parks	P,
Open Space	OS-1, OS-2, AG, RC

Note:

A specific plan can also implement any of the General Plan land use designations.

4.5 GENERAL PLAN BUILDOUT

BUILDOUT

Incremental development under the General Plan is referred to as “buildout.” It should be noted that when buildout of the development projected through 2035 will actually occur is not specified or anticipated by the Plan, and designation of a site for a certain use does not necessarily mean that the site will be built/redeveloped with the designated use in the next 20 years, the horizon of the Plan. General Plan 2035 buildout development levels assume average densities and intensities for the various land use classifications identified in the General Plan Land Use Diagram.

Residential

As of January 1, 2014, an estimated 27,993 residential units exist within the San Ramon Planning Area, which includes an estimated 501 units outside the City limits, but still within the Planning Area. The General Plan will result in a projected 7,198 additional units, based on identified housing opportunity sites, for an estimated General Plan 2035 buildout total of 35,385 residential units for the Planning Area. The majority of these units are associated with the buildout of the Dougherty Valley Specific Plan, Northwest Specific Plan, North Camino Ramon Specific Plan, City Center Project, and Crow Canyon Specific Plan. Table 4-6 shows the estimated current and projected residential units for the San Ramon City Limits and Planning Area.

Table 4-6: San Ramon Planning Area Residential Units

<i>Estimated Current Residential Units 2014</i>		<i>Additional Residential Units Under General Plan Buildout</i>		<i>Estimated Buildout of Residential Units 2035</i>	
City limits	Planning Area	City limits	Planning Area	City limits	Planning Area
27,492	27,993	7,198	7,392	34,690	35,385

Note:

Estimate of Planning Area residential units extrapolated from California Department of Finance Jurisdictional projections 01-01-2014. City of San Ramon.

Non-Residential

As of 2014, approximately 16.4 million square feet of non-residential floor area currently exist in the San Ramon Planning Area, which includes retail, commercial, office, light industrial, and public space. Approximately another 5 million square feet of space is approved, underway, or programmed with City Center project, buildout of the approved Specific Plans and the additional square footage contemplated as part of the North Camino Ramon Specific Plan. In total, General Plan buildout in 2035 is estimated to result in approximately 21.6 million square feet of non-residential floor area in the San Ramon Planning Area. Table 4-7 shows the estimated current and projected non-residential square footage for the San Ramon Planning Area.

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Table 4-7: San Ramon Planning Area Non-Residential Square Footage

<i>Estimated Current Non-Residential Square feet 2014</i>	<i>Additional Non-Residential Square feet General Plan Buildout</i>	<i>Estimated Buildout of Non-Residential Square feet 2030</i>
16,465,691	5,165,039	21,630,730

Note:

Estimate of Planning Area Non-residential square footage based on GP 2020 background data and project specific projections. City of San Ramon.

BUILDOUT POPULATION AND EMPLOYMENT

Approximately 90 percent of the buildout population and employment either already exists or will occur with approved or programmed developments.

Population

At the General Plan 2035 buildout, the San Ramon Planning Area is estimated to accommodate a population of approximately 96,174 people, an increase of about 18 percent over the current population estimate of approximately 78,820 people for the Planning Area (77,270 City). The majority of these new residents will result from the development of housing units already anticipated by the General Plan. This additional population reflects an estimated annual growth rate of about 1.0 percent per year over the next 20 years, which is considerably less than the projected 2.77 percent annual growth rate experienced by the City from 2000-2014. Table 4-8 shows the estimated current and projected populations for the City and San Ramon Planning Area.

Table 4-8: San Ramon Planning Area Buildout Population

<i>Estimated Current Population 2014</i>		<i>Additional Population Under General Plan Buildout</i>		<i>Estimated Buildout Population 2035</i>	
City limits	Planning Area	City limits	Planning Area	City limits	Planning Area
77,270	78,820	16,754	17,354	94,024	96,174

Note:

Estimate of Planning Area population extrapolated California Department of Finance Jurisdictional Projections 01-01-2014. Projections are based on an estimated average of 2.91 persons per household. Multifamily and single family of persons per household are estimated at 2.11 and 3.21 respectively based on 5 yr. ACS data (2012). City of San Ramon.

Employment

San Ramon Plan Area will accommodate approximately 57,667 jobs at buildout, for an increase of about 25 percent over the current estimated employment of 45,994. The additional employment accommodated by this General Plan is about 11,673 jobs. This reflects an overall annual job growth rate of about 1.08 percent over the next 21 years. This projected job growth is anticipated to be steady, but more active than that experienced in the 2000's culminating in

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the economic downturn in 2007-2008. A significant part of this new employment growth is anticipated by the completion of the City Center project and implementation of the North Camino Ramon Specific Plan. The General Plan 2035 Economic Element provides additional information of existing and future employment trends specific to the City. Table 4-9 shows the current estimated and projected employment for San Ramon.

Table 4-9: San Ramon Planning Area Buildout Employment

	<i>Estimated Employment 2014</i>	<i>Additional Jobs Under General Plan Buildout</i>	<i>Estimated total Buildout Employment (2035)</i>
Total	45,994	11,673	57,667

Note:

Estimate of Planning Area employment is extrapolated from ABAG 2010 Jurisdictional Projections (P2013) based on the average growth rate from 2000-10, plus project specific NCRSP PDA employment information. City of San Ramon.

Jobs to Employed Resident Ratio

A city's jobs/employed resident ratio would be 1:1 if the number of jobs in the city equaled the number of employed residents. In theory, such a balance would eliminate the need for commuting and signifies a balanced community. A ratio greater than 1.0 indicates a net in-commute (jobs rich); less than 1.0 indicates a net out-commute (housing rich). As shown in Table 4-10, the current jobs/employed resident ratio in San Ramon is 1.26, which means that the number of jobs in the City exceeds the number of employed residents by about 26 percent. The addition of significantly more residential units (and by implication employed residents) as compared to the relatively flat growth rate in jobs has resulted in a reduction in the jobs/employed resident ratio from 1.51 to 1.26 since 2000. As the pace of future residential development decreases with buildout of General Plan 2035, the growth in employed residents will likely also slow, absent a change in the existing household employment profile. As such, if the job growth remains constant or slows, the jobs/employed resident balance will also remain flat as the City approaches buildout in 2035.

Table 4-10: San Ramon Planning Area Jobs – Employed Resident Ratio

	<i>Estimated Jobs/Employment</i>	<i>Estimated Employed Residents</i>	<i>Estimated Jobs/Housing Ratio</i>
2000	40,030	26,561	1.51
2010	44,350	32,820	1.35
2014	45,994	36,630	1.26
2035	57,667	47,164	1.22

Note:

Estimate of Planning Area employment and employed residents extrapolated from ABAG Jurisdictional Projections (P2013) and 5 yr. ACS data (2012). City of San Ramon.

Buildout under the General Plan is expected to add proportionately more population than jobs. As a result, the jobs/housing balance is expected to fall to 1.22 resulting in only a 22 percent differential from a 1:1 balanced ratio. It should be noted that it is important to work toward jobs/housing balance not just on a jurisdictional level, but also on a regional or corridor level to reduce regional traffic patterns by allowing residents the opportunity to work close to their homes and thereby reducing vehicle miles traveled and commute times.

4.6 LAND USE POLICIES

GUIDING POLICY

- 4.6-G-1 Foster a pattern of development that enhances the existing character of the City, and encourages land use concepts that contribute to the design of the community.

IMPLEMENTING POLICIES

Urban Growth Boundaries

- 4.6-I-1 Establish an Urban Growth Boundary (UGB) to the year 2035, as shown on the General Plan Diagram that limits the extent of urban development and services within the San Ramon Planning Area. Amendments to the Urban Growth Boundary greater than 25 acres require City voter approval.

As called for by Measure G (1999), the UGB represents a defined edge of urban development in San Ramon, beyond which development would be expected remain rural in nature and without urban services for the Plan horizon. This policy is not intended to limit extension of services to existing rural uses, nor deny existing rural property owners the option of requesting annexation. The minor adjustment of the UGB up to 25 acres is more restrictive than the County ULL provisions approved under Measure "L" subject to certain restrictions and requires a 4/5th vote by the City Council.

- 4.6-I-2 Petition the Local Agency Formation Commission (LAFCo) to extend the City's Sphere of Influence (SOI) if the County's Urban Limit Line (ULL) is amended.
- 4.6-I-3 Assess the City's future needs for housing and employment along with any development proposals and if changes are necessary, provide an opportunity for voter review of the Urban Growth Boundary in the year 2022.

The review of the UGB in 2022 is intended to provide an opportunity to review the effectiveness of the UGB in maintaining the necessary housing and employment balance for the planning horizon. The 2022 assessment date is intended to correspond to the next Housing Element cycle when the City is revisiting its housing needs. An UGB update would be by means of a City voter review to consider the maintenance or amendment of the UGB (over 25 acres pursuant to policy 4.6-I-1) or related policies.

- 4.6-I-4 Allow for minor technical adjustments to the Urban Growth Boundary, to be approved by the City Council with a four-fifths vote, to accommodate contiguous development on developable sites not to exceed 25 acres, only where:

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- No prior adjustment has been approved and the contiguous development is not part of a larger project;
- Hillside, creek, and ridgeline standards of the Resource Management Chapter of the Zoning Ordinance will be met.

For purposes of this policy, contiguous development must abut existing or approved development, be separated only by a public right-of-way, or be within 1,000 feet of the City limits existing at the time the adjustment is being considered.

- 4.6-1-5 Encourage the amendment of the Sphere of Influence and/or annexation of land to the City prior to filing a development application.

To be coordinated with Policy 3.1-1-7 in the Growth Management Element.

Rural Conservation Development

- 4.6-1-6 Ensure that any residential development in the Rural Conservation designation mitigates impacts to natural features, sensitive habitat, and agricultural resources as required by local Ordinance or habitat protection plan.

- 4.6-1-7 As part of the development review process, create a habitat protection plan to mitigate any potential impacts caused by proposed development that could potentially affect sensitive habitat areas, sensitive species habitats, migratory patterns, and riparian corridors identified in the General Plan,

A habitat protection plan is designed to provide habitat protection for endangered species and sensitive habitats in the planning area, particularly in Bollinger Canyon, Westside, and Tassajara Valley Areas. A habitat protection plan would include the identification of habitats within a rural development area and preparation of a program to mitigate the impacts of development on them. It may have to include species-specific measures where specified habitat would be affected. Loss of potentially sensitive habitat would have to be mitigated, and adaptive management, as the term is used in habitat conservation planning, would be required as a balance to development impacts. In addition, conservation plans could be shared between related projects or other projects within close proximity. Participation in a structured Natural Communities Conservation Plan (NCCP) should be considered and evaluated based on the scale of any proposed development in relation to potential impact to sensitive species and ecosystems.

The requirements for mitigation, monitoring, and reporting within the habitat protection plan area would be the responsibility of the property owners directly benefiting from the adoption of the protection plan and associated development. The Open Space Advisory Committee may also be called upon by the City Council to assist in developing habitat protection plans for any new developments.

- 4.6-1-8 Continue to pursue interagency coordination with the County to:

- Require that development applications for projects within the City's Sphere of Influence conform to the hillside, creek, and ridgeline standards of the Resource Management Chapter of the Zoning Ordinance, where applicable; and

- Notify the City regarding County development applications within the City's Sphere of Influence, and
- Allow the City up to 180 days or until environmental review is completed, whichever occurs later, to negotiate the protection of land outside the City limits designated as priority open space.

This policy is intended to create a mechanism to provide input and reduce the potential adverse impacts that may result from development that occurs outside the City limits and potentially protect the ridgelines, hillsides, and creeks that form the backdrop for the City.

Residential Development

- 4.6-I-9 Require residential development to employ creative site design and architectural quality that blends with the characteristics of each specific location and its surroundings, while incorporating 360-degree design principles.

The City encourages high quality residential development that is harmonious with the proximate neighborhood through its specific plans and the review process, which includes an evaluation by the Architectural Review Board and approval by the Planning Commission. The 360-degree design principles are intended to ensure that an adequate level of architectural design development and detail is applied to all building elevations of a proposed project to achieve a high quality outcome. The City's Architectural Review Guidelines provide the baseline principles for new development and are reviewed periodically to ensure that they continue to encourage creative design and consistency with the City vision.

The City will continue to refine the development review standards for new residential developments to promote creative and superior design concepts and encourage the development of public amenities through increased density incentives. The Zoning Ordinance development standards may consider a tiered density standard within the established General Plan density range for specific zones. This concept could encourage public amenities and creative and superior design concepts by developers in order to obtain approvals at the higher end of the density range.

- 4.6-I-10 Provide a wide range of housing opportunities for current and future residents.

The City offers developers incentives, such as density bonuses, which encourage a broad spectrum of housing types to meet the needs of the entire community, including people who work in San Ramon, but cannot afford to live here.

- 4.6-I-11 Provide high quality public facilities, services, and other amenities within close proximity to residents.

The City requires contributions from residential developers to provide for community facilities and programs relating to recreation, education, child care, culture, transportation, and safety.

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- 4.6-I-12 Except as precluded by the California Density Bonus Law or other applicable laws and regulations, ensure that all residential development provide adequate parking without the use of on--street parking to meet residential parking requirements.
- 4.6-I-13 Consider shared parking or other alternative parking proposals for residential development based on project-specific parking studies that analyze project need in light of the Zoning Ordinance alternative parking provisions.

The adequacy of parking provided in new development, particularly in high-density residential projects, has always been a concern in San Ramon. The Parking Ordinance should be reviewed to ensure that developments are required to provide sufficient onsite parking for projects. Alternatives parking proposals and shared parking concepts may be considered based parking studies considering the project specific parking standards and consistency with the Zoning Ordinance alternative parking provisions. The use of on-street parking to meet residential parking requirements should be avoided. See also the discussion of shared parking below under Mixed Use Development and in the Circulation Element.

Hillside Residential Development

- 4.6-I-14 Require Clustered Development for four or more units that will maximize preservation of visible open space and encourage preservation of open space by allowing density to increase based on the percentage of the gross area permanently preserved as open space.

The discussion of Hillside Residential Designation in section 4.4 of this General Plan provides greater detail; of the density incentives in exchange for permanently preserved open space. Additional policies in the Open Space Element and requirements for a habitat protection plan may result in additional limitations on development.

- 4.6-I-15 Continue to develop and refine the residential hillside development standards that address:
- Location of hillside residential units, including maximum elevation limits based on water pressure zones and hillside viewshed analysis,
 - Clustered Development provisions with limitations on cluster size to preserve open character,
 - Building development and design in a clustered format, including standards for building height and massing,
 - Bonus provisions for clustered development, including amount of bonus, alternate development forms, common recreational facilities, phasing, etc.,
 - Requirements for deeding of natural areas as conservation lots with ownership and maintenance by homeowners' association, non-profit land trusts, or other City approved public agency.

Retail and Commercial Service Development

- 4.6-I-16 Strengthen the role of central Bollinger Canyon Road as the City's premier retail corridor.

As a major east-west arterial with some of the highest traffic volumes in San Ramon, the stretch of Bollinger Canyon Road between Alcosta and I-680 represents one of the strongest locations for specialty and commodity retail in the city.

- 4.6-I-17 Foster vibrant neighborhood and community shopping centers of sizes and at locations that provide daily convenience for San Ramon residents and employees, minimize the need for longer/multiple automobile trips, and sustain a strong retail base for the City.

The overall economic development and economic needs of the City shall be considered in determining the number and location of such commercial projects.

- 4.6-I-18 Recognize the value that non-retail uses such as tutoring centers or hobby/recreational businesses provide to local residents but continue to limit these uses to no more than 25 percent of the total FAR of a neighborhood or community shopping center and adopt clear economic findings that must be made before approving non-retail uses that exceed the limit.

- 4.6-I-19 Ensure that neighborhood retail centers and commercial service buildings are compatible with the surrounding neighborhood while incorporating 360-degree design principles.

The 360-degree design principles are intended to ensure that an adequate level of architectural design development and detail is applied to all building elevations of a proposed project to achieve a high quality outcome. All developers are required to present their proposals to the City's Architectural Review Board. In conjunction with staff, Planning Commission and neighborhood reviews, the Board's review helps ensure that retail development is consistent with the Architectural Review Guidelines, community's values and compatible with surrounding properties.

- 4.6-I-20 Provide sufficient sites in optimal locations to meet the need for commercial services that can be supported by local residents, businesses, and workers.

Retail businesses have the best chance of success if they are located in areas with high traffic volumes and good visibility, such as along arterial roadways.

- 4.6-I-21 Encourage the provision of amenities and events that promote San Ramon's neighborhood and community shopping centers as community gathering places.

- 4.6-I-22 Amend the Zoning Ordinance, to establish a Temporary Flexible Use Zone (zoning overlay) where events can be held or pop-up retail located without the need for a conditional use permit. The overlay shall set parameters and conditions for live entertainment, amplified music, and food/beverages at events.

The Temporary Flexible Use Zone is a tool intended to facilitate regularly occurring intermittent events such as farmers markets, pop-up retail, or festivals, streamlining

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the permitting process for uses that contribute to the vitality of the local retail sector. The overlay can be applied in appropriate locations throughout the city, such as in shopping centers to enhance the retail experience and help strengthen these venues as focal points of the community.

Mixed Use Development

- 4.6-1-23 Promote redevelopment with a mix of residential, retail and other compatible non-retail uses in existing retail shopping centers identified as Mixed Use on the General Plan Land Use Diagram.

It is important to recognize that not all types of mixed use development will work on all mixed use designated sites. Absent a Specific Plan, the site conditions (lot size, easements access, height, available parking, adjacent uses, etc.) and economic viability should inform the design of mixed use sites. Horizontal mixed use configurations that take advantage of existing and adjacent land uses and infrastructure to provide a compatible and vital mix of land use and can be just as effective in furthering the goals of the General Plan.

When looking at horizontal mixed use sites, it is not necessary that the project site be a single parcel under single ownership, but rather that the proposed development complement and further the mixed use zoning concept by providing compatible uses. For existing and proposed uses under separate ownership and control to be considered as a horizontal mixed use concept there must be a master plan of how the proposal will further the goals of the mixed use district and the parcels or site must be contiguous and integrated to allow circulation between the land use components which may include public right of way.

- 4.6-1-24 Continue to refine design standards for mixed use development that will result in a high-quality pedestrian-scaled environment, with one-to-four story buildings, integrated parking, streetfront windows, and entries, and public and private open space or as provided under a separate Specific Plan process.

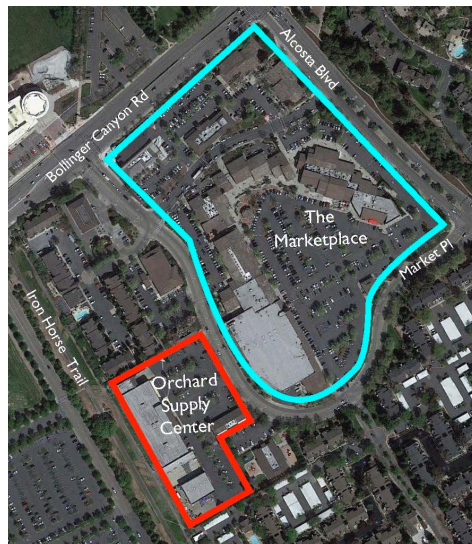
Some mixed-use designations may fall within specific plan areas that have specialized design or aesthetics goals for implementation. In those situations, the form, function, and land uses of the mixed-use project should be tailored to implement the purpose and goals of the specific plan in a manner consistent with mixed uses designation. In areas outside Specific Plans, the City will continue to refine the mixed use development standards in the Zoning Ordinance to provide flexibility for individual development projects based on site conditions, while ensuring that City goals for a compatible mix of uses can be accomplished.

Additionally, the City will continue to refine the development review standards for new mixed use developments to promote creative and superior design concepts and encourage the development of public amenities through increase residential density and FAR incentives. The Zoning Ordinance development standards may consider a minimum nonresidential and minimum residential component including ground floor restrictions, for mixed use development. Additionally, a tiered density/FAR standard within the established General Plan density and FAR ranges for the specific zones

may be considered. This concept could encourage public amenities and creative and superior design concepts by developers in order to obtain approvals at the higher end of the density range.

- 4.6-1-25 Promote incentives that will provide for density and FAR bonuses for mixed-use development that includes amenities for public benefit, such as workforce housing, pedestrian-oriented facilities (outdoor seating, plazas, weather protection, transit waiting areas), historic preservation, cultural facilities, public art and water features, and open space preservation. Inclusionary housing requirements would apply.
- 4.6-1-26 Encourage the joint redevelopment of the Marketplace and Orchard Supply Center sites via the applicant's preparation of a master plan (a "Master Plan") where made feasible by common or separate ownerships. Any such Master Plan should focus on facilitating improved circulation, access, and visibility, as well as encouraging a broader mix of uses, including residential. Additionally, in the event of any redevelopment or reconfiguration of either site that involves the net addition of 10,000 square feet or more of rentable space and/or the introduction of any residential use, a Master Plan would be required that would contain an analysis of additional features intended to improve circulation, access, and visibility, encourage a broader mix of uses, and/or convert existing uses to residential.

The Marketplace was built at a time when having a large amount of smaller in-line shop space was a standard practice, and as a result, this center has significantly more shop space than would likely be built today. The adjacent Orchard Supply Center site effectively functions as an extension of the Marketplace Shopping Center. The center has good access and adequate parking, although visibility is poor due to its location and distance from the major roadway and, as such, tenants for this project are limited to those like Sports Basement, a destination retailer.



The Marketplace and Orchard Supply Center

As both sites are currently operated, however, there is currently little incentive for either property owner to redevelop in the short-term; however, in the future if key tenants decide to leave and there is an opportunity for substantial redevelopment or reconfiguration, the intent of this policy is to require preparation of a coordinated Master Plan for the area to facilitate improved circulation, access, and visibility and to broaden the mix of uses on one or both sites in a way that better supports successful retail at one or both sites.

This policy also recognizes that as of the date of its adoption, the two sites are not under common ownership, which would make a Master Plan difficult. This policy would thus not apply in the case of tenant improvements or other minor modifications

Land Use

(including, but not limited to, façade modifications), or any relocation or replacement of existing rentable square footage for substantially the same retail purposes, which relocation or replacement does not add 10,000 square feet or more of rentable space or residential use to either site.

- 4.6-I-27 Require a peak parking demand study to substantiate a request for reduced parking requirement in new mixed use development.

Office Development

- 4.6-I-28 Allow for the revitalization and intensification of infill sites within the Bishop Ranch Business Park, consistent with FAR limitations.
- 4.6-I-29 Permit a diverse mix of complementary uses within Bishop Ranch to better meet the daily needs of workers and to reduce the need to travel by automobile. Complementary uses shall be consistent with site zoning, compatible with the primary use and shall not adversely affect the traffic-carrying capacity of adjacent streets.

Complementary uses and services are defined as Accessory Uses and Accessory Retail, such as day care centers, food courts, dry cleaners, ATMs, etc. and are limited to the ground floor of existing and new buildings. In Bishop Ranch, it is the intent that these complementary uses would be internal and integrated into Bishop Ranch developments and that such uses would be accessory to the primary use.

- 4.6-I-30 Promote office uses, including co-working and small multi-tenant spaces east of San Ramon Valley Boulevard in the Mixed Use - Commercial District.

Camp Parks

- 4.6-I-31 Ensure that development and land use activities in the Dougherty Valley and Tassajara Valley are compatible with Camp Parks.

4.7 SPECIFIC PLAN AREA POLICIES

The development of a specific plan is intended to reflect specific land use needs and conditions of a geographic area and be a cooperative venture with area landowners, the City, resource agencies, and local service providers to ensure that specific plan goal and objectives are achieved. Specific plans are typically long-term plans that are implemented over many years (often 20 years or more). Current land uses and market trends may serve as an impetus for specific plan development; however, as part of a long-range planning process, specific plans are typically intended to address the future needs of the community. As such, a specific plan is able to provide focused guidance and achieve a coordinated vision as individual properties propose changes over time.

Figure 4-3 illustrates the specific plan areas in San Ramon. In addition to the existing specific plans established under the previous General Plan 2020, the North Camino Ramon Plan Area is the newest planning area in the City and has been included in the General Plan 2035 planning horizon. Land use designations within specific plan areas on the General Plan Diagram are illustrative and the final land use plan for these areas incorporated into the specific plan

may deviate from the Diagram, provided it is faithful to representations of land use relationships and meets the underlying criteria and standards of the specific plan policies. Minor adjustments to Specific Plan boundaries may be made to protect resources or accommodate infrastructure improvements or specific development configurations. These boundary adjustments do not require a General Plan amendment when they have no impact on the overall level of development established by the General Plan.

The City's Planned Development (PD) District may be used in lieu of a specific plan where a property is under single ownership or all owners consent to a PD Plan and an application for PD zoning. If a Planned Development is proposed within a planned specific plan area, the proposed development shall address any applicable specific plan policy goals.

GUIDING POLICY

4.7-G-1 Consider the use of Specific Plans, and other area plans to develop land use programs that reflect specific area conditions and land use needs.

IMPLEMENTING POLICIES

Northwest Specific Plan Area

4.7-I-1 Ensure new development within the Plan Area is consistent with the adopted Northwest Specific Plan.

4.7-I-1A Ensure new development within Neighborhood V of the Plan Area is developed in accordance with the Faria Preserve Development Reduction, Open Space Protection, and Workforce Housing Endowment Initiative.

Crow Canyon Specific Plan Area

4.7-I-2 Ensure new development within the Plan Area is consistent with the adopted Crow Canyon Specific Plan and pursue future opportunities to update the Plan as needed to address the changing market opportunities and land use, infrastructure, and finance needs based on post RDA conditions.

The elimination of the RDA as a tool for implementation has resulted in additional challenges for implementation of the Specific Plan and financing of infrastructure. While the core vision for the Plan Area remains largely intact, the City and/ or development community should consider opportunities in the future to evaluate the components of the Specific Plan. Any future study of the Plan Area should assess market conditions and development capacity; identify contemporary needs of the City (housing opportunity sites, retail and commercial service needs, economic development, etc.), include input from property owners/stakeholders as well as the assess the scope of infrastructure investment needed to accomplish the goals and objectives of the Specific Plan. This effort could include public-private partnerships and consist of targeted revisions to the existing Specific Plan based on supplemental studies or a comprehensive reworking of the Plan through an extended Specific Plan visioning process.

North Camino Ramon Specific Plan

- 4.7-1-3 Prior to approving projects involving more than 10,000 square feet of new construction in the North Camino Ramon Specific Plan (NCRSP) Area, amend the NCRSP to focus specialty and commercial retail along major arterial corridors with good freeway access and raise the base FAR to 0.9 for sites at the interior of the TCMU zone in order to improve the feasibility of redevelopment within the established density range for sites that can support it. The base FAR is not intended as a minimum requirement but rather as an incentive for development consistent with the General Plan and NCRSP vision for the area where site characteristics allow. Additionally, amend the NCRSP to allow for shared parking in appropriate locations and establish minimum daily parking requirements, based on the mix of uses and time periods when they would be needed. The update shall establish parameters for shared parking to be implemented either through shared parking agreements among adjacent properties or on a district scale in order to provide clarity for property owners and developers. Outreach to business owners shall be an integral part of the update.

The original concept in the North Camino Ramon Specific Plan (NCRSP) of The Commons as a destination retail center. Retail market analysis completed by BAE Urban Economics in 2017 indicates there would be little market support for a second 'city center' and little developer interest in an interior site with no exposure to high traffic arterials. Instead, The Commons area represents an opportunity to support the success of retail at City Center and San Ramon's other existing shopping centers by promoting residential mixed use development at the interior of the NCRSP area, with access from Norris Canyon Road.

Title D3-30 of the San Ramon Zoning Code allows for shared collective parking agreements among two or more adjacent property owners when adjacent uses have distinct and differing peak parking usage periods. As buildout of the core area of the city proceeds, there may be opportunities to implement shared parking among uses on a district scale in order to provide property owners and developers with more flexibility to provide onsite amenities and space for pop up retail and other events that contribute to the experience in San Ramon's retail shopping centers.

Westside Specific Plan Area

- 4.7-1-4 Prior to new development consistent with the General Plan, amend the Westside Specific Plan as necessary to ensure consistency with the General Plan by establishing a 1,348-unit limit on housing.

All new development must conform to the policies of the Westside Specific Plan as they relate to land use, circulation, open space and conservation, community design, public services and utilities, hydrology, and safety

Other Area Plans

In addition to the identified Specific Plan areas, it is necessary to continue to evaluate existing development for opportunities for redevelopment. Land use planning efforts for subareas should be regularly evaluated for effectiveness and planning boundaries and if necessary new planning efforts should be initiated to reflect land use and economic trends.

- 4.7-1-5 Continue to pursue the development and implementation of the City Center Project as a cohesive mix of civic, office compatible retail, and public space with an arts, entertainment, and lifestyle focus.

On October 8, 2013, the City of San Ramon entered into a Memorandum of Understanding with Sunset Development, the City's private sector partner on the City Center Project, to design and construct a new City Hall on the southwest corner of Central Park. On June 10, 2014, Sunset Development presented a revised vision and development concept for phase one of the City Center Plaza District. The Plaza District retail phase of development is primarily comprised of the retail, restaurant, and theater portion of the previously approved Project. Construction of Plaza District retail phase began in 2015 and is anticipated to open in the Fall of 2018.

- 4.7-1-6 Implement the City Center project to comply with the CCMU zoning designation and the intent of the City Center Settlement Agreement. The project and any future revisions will continue to be required to meet the sun access plane requirements adjacent to City parks.

Tassajara Valley Area

- 4.7-1-7 Continue to monitor development activities in the Tassajara Valley Area.

The Tassajara Valley is not within the City's Sphere of Influence and the Contra Costa County is the approval authority for all land use applications within the subarea. As an adjacent community, San Ramon has a vested interest in any new land use activity within this subarea because of the potential impacts on the City and City services including, but not limited to roads, parks and open space and emergency response.

4.8 COMMUNITY IMAGE

San Ramon is a contemporary city that is distinguished by attractive natural and physical features. These features are the result of community values, decisions about development as well as preservation of open space. Quality urban design is an important component of the community image and an essential in creating the City image and sense of place. Quality design preserves and enhances the City's natural setting and coupled with programs for public art, signage and landscaping contribute to a unique, pleasing, and desirable environment for San Ramon residents.

For new development, the Art in Public Places Program is intended to promote the acquisition, construction, installation, restoration, and maintenance of public art pieces in San Ramon that will foster creativity, freedom of expression, cultural awareness, civic pride, and a strong sense of community. Public Art is defined as original visual works of art, which are accessible to the public. The artwork may be placed on private land within public view or access, or in public places such as City property, the exterior of any City owned facility, public areas, lobbies, or public assembly areas. This incremental approach to adding public art adds to uniqueness of the City and enhances the community image.

In a larger context the hillsides on both the east and west, silhouette the City and bestow a panoramic sense of openness to the people living in the valley. The San Ramon community has invested substantial resources to establish a special place whose identity strengthens and

Land Use

enhances its visual image. There are distinctive amenities that define San Ramon, such as Central Park and the Community Center, its varied residential neighborhoods, and Bishop Ranch Business Park.

One of the challenges facing San Ramon is to continue building a strong, positive image that reflects the vision of its people and the quality of its environment. Such an image can be enhanced by defining and visually emphasizing the City's gateways, preserving its scenic views of surrounding hills, and encouraging well-designed, innovative architecture and landscape.

GUIDING POLICY

4.8-G-1 Maintain and enhance San Ramon's identity.

IMPLEMENTING POLICIES

4.8-I-1 Continue to develop and refine community design documents such as the San Ramon Beautification Plan, the Creek Corridor Plan, Street Beautification Plan, Street Beautification Guidelines, Architectural Review guidelines and other guidance documents to provide comprehensive design guidelines for beautification, of streetscapes creek corridors, City signs, public art, and community entries in San Ramon.

4.8-I-2 Ensure that the design, location, and size of new development blends with the environment and a site's natural features.

The design and location of new buildings can either enhance or detract from the surrounding environment. Buildings should be positioned so that trees, creekside vegetation, scenic views, and other natural resources are preserved.

4.8-I-3 Continue to refine citywide lighting standards to ensure appropriate illumination levels for residential, commercial, and industrial land uses, and that lighting is of a consistent character and quality while reducing light pollution.

Parking lot lighting standards in the City's Zoning Ordinance can help protect residential neighborhoods from glare by shielding and filtering light sources along with maximum illumination levels to reduce unnecessary illumination on adjacent properties and conserve energy.

4.8-I-4 Ensure that parking facilities adequately address the community image, aesthetics and functional needs of the City.

Depending on size, residential, commercial, and office development often must provide parking spaces to accommodate the needs of their residents and users. The City shall encourage architectural integration of parking structures into developments, landscape, and architectural screening and the construction of underground parking wherever feasible to minimize impervious surfaces at ground level.

4.8-I-5 Encourage the linkage and integration of new development with existing neighborhoods by means of Complete Streets networks, open space areas, parks, and pathways as a means of enhancing pedestrian and bicycle connections.

San Ramon General Plan 2035

Assembly Bill 1358 (AB 1358), the California Complete Streets Act, requires the General Plan to contain provisions for a balanced, multimodal transportation network that meets the needs of all users. Complete Streets concepts are intended to provide safe and convenient travel for all user groups in a manner that is suitable and based on local conditions. Additional discussion and policies related to Complete Streets concepts can be found in Section 5.3 of the Traffic and Circulation Element.

- 4.8-I-6 Seek to assure maximum public access to the Iron Horse Trail through land acquisition, licensing agreements with Contra Costa County, and incentives for dedication and improvement of land for trailhead parks and walkways.
- 4.8-I-7 Require new commercial and office development to provide plazas, courtyards, seating areas and other similar outdoor passive recreation areas.
- 4.8-I-8 Use the development review process to ensure that new development minimizes impacts and preserves and/or enhances significant views of the natural landscape.

The City's most prominent visual resources are the hills to the west and Mt. Diablo and its foothills. Other natural visual amenities include San Ramon Creek within the Crow Canyon subarea, San Catanio Creek along Norris Canyon Road, and the Dougherty Hills ridgeline. Views of the natural landscape can be emphasized and preserved through the design and placement of streets, buildings, and outdoor spaces. Open Space Policy 8.4-I-13 provides for the development of viewshed criteria that will inform the design review process.

- 4.8-I-9 Continue to implement landscaping guidelines for public roadways that improve their visual character.

The City's "Beautification Plan" and "Streetscape Beautification Guidelines" outline landscaping concepts for many of the arterials, gateways, and key intersections. Implementation of these concepts will result in a distinct, unified image for San Ramon that reflects the indigenous and historic character of the San Ramon Valley. Landscaping standards should be reviewed regularly to ensure that there is no conflict with pedestrian safety and access, vehicle visibility at intersections, and fire hazard control as landscaping matures. Safety issues related to site lines and security are addressed in the Zoning Ordinance.

- 4.8-I-10 Continue to implement gateway treatments for City entries that help residents and visitors know they have arrived in San Ramon.

The "Streetscape Beautification Guidelines" provide landscaping designs for both major entries at the freeway interchanges and secondary entries where streets enter San Ramon from its neighbors, Danville and Dublin. Implementation of these entry designs will make positive and meaningful visual statements about San Ramon.

- 4.8-I-11 Require new office and commercial development to provide outdoor art that is clearly visible to the public or contribute to a citywide public art program through the development of an in lieu fee program.

Land Use

Outdoor art, such as sculptures and fountains, can reflect the social and cultural history of San Ramon, which in turn can contribute to a stronger sense of place.

- 4.8-I-12 Encourage attractive, drought-tolerant landscaping on private property that is suitable for San Ramon's climate.

Although San Ramon is located in an area of mild temperatures and average rainfall, drought-like conditions have prevailed in the past for years at a time. The City has established guidelines to promote water-conserving landscapes by limiting turf area and requiring drought tolerant shrubbery. The City's Climate Action Plan (CAP) promotes a 20% reduction in water use for new development, the application of the State Model efficient Landscape Ordinance (MWELO) as well as the development and use of dual water systems utilizing reclaimed water for irrigation purposes.

- 4.8-I-13 Require appropriate landscape treatment for public rights-of-way in all new residential, office, and commercial development.

Street trees and landscaping help unify neighborhoods and give them identity. They also reduce the impact of uninterrupted street pavement and provide shade for pedestrians.

- 4.8-I-14 Ensure that businesses provide signs that are attractive and consistent with neighboring commercial uses, minimize visual clutter from roadways and other public areas, and, where possible, cannot be seen from residential neighborhoods.

San Ramon requires developers to submit a "Master Sign Program" for most commercial and multi-family residential projects to ensure that signs are compatible with the above-stated goals. The City also provides design guidelines and location criteria for a variety of on- and offsite signs, all of which are subject to Architectural Review Board and/or Planning Commission review and approval.

- 4.8-I-15 Maintain attractive and distinctive street identification signs for all areas of the City.

Specially designed signs identifying all streets in San Ramon will provide a unifying and visually appealing element throughout the City. When a design is developed, existing signs will be replaced on an as-needed basis.

- 4.8-I-16 Continue to refine urban design standards in the Zoning Ordinance as needed for large-scale office development to promote smart growth principles while minimizing negative impacts on adjacent properties.

- 4.8-I-17 Implement the City Zoning Ordinance sun access plane requirements and provide provisions for encroachments into the sun access plane to allow architectural flexibility.

Sun access plane encroachments may be done by allowing, for example, a 15-foot vertical projection above the sun access plane for up to 25 percent of the length of the lot line opposite a City park. The Iron Horse Trail corridor is not subject to sun access plane standards. Currently deviations to the sun access plane requirements are processed through the minor exception or variance process.

- 4.8-I-18 As part of development proposals, encourage public access to creeks as scenic visual and passive recreational amenities in a manner consistent with need of applicable resource agencies to provide creek and habitat protection.

South San Ramon, Watson Canyon, Oak, Norris, San Catanio, and San Ramon Creeks provide open space amenities within an urbanized setting. While large portions of these creeks are culverts or are tightly constrained between private development, opportunities potentially exist to provide pedestrian access to these amenities via walkways and bridges, and visual access via scenic corridors and building setbacks. It is the City's goal to ensure that creekside settings remain accessible and open for everyone, as they provide visual relief and opportunities for outdoor recreation. The City will work closely with regulatory agencies to achieve this goal.

- 4.8-I-19 Continue to provide park and recreational amenities that combine well-designed buildings, recreational equipment and playing fields, and complementary landscaping at key locations throughout the City.

San Ramon residents take pride in their parks, which offer activities from children's play areas at all the facilities, to adult classes at the Community Center. San Ramon's parks are designed to blend with adjacent neighborhoods, capture significant views of the hillsides, and soften the urban environment.

- 4.8-I-20 Require all walls and fences to be designed to minimize visual monotony.

Walls shall be designed to provide an attractive streetscape with varied building orientations, landscaping and berm materials, and any other techniques that will provide visual relief.

4.9 ADMINISTRATION OF LAND USE REGULATIONS

Any landowner should have an opportunity to demonstrate that the new General Plan policies and implementing zoning regulations results in the denial of all economically beneficial use of their land. If it were found that there is, in fact, a denial of all economically beneficial use, as the term is defined in applicable State and federal law, then the City would be required to modify the land use regulations as they apply to that property to allow for an economically beneficial use.

IMPLEMENTING POLICIES

- 4.9-I-1 Establish provisions for making beneficial use determinations and providing administrative relief from Plan policies and zoning regulations that have the potential for deprivation of property rights.

Land Use

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5

Traffic and Circulation

The Traffic and Circulation Element is intended to provide guidance and specific actions to ensure the continued safe and efficient operation of San Ramon's circulation system. The Element is based on a fundamental philosophy that traffic conditions in the City can be managed through a comprehensive program of transportation planning, land use planning, and growth management strategies.

State Law recognizes that circulation and land use are closely related and requires that policies in this Element and the Land Use Element be tied together. Careful integration of the City's traffic and circulation policies with its land use policies will ensure that there is sufficient roadway capacity to accommodate existing traffic and traffic anticipated by future development. The City is committed to designing a system of regional routes, local roads, public transit, and bicycle and pedestrian pathways that will enhance the community and minimize impacts to the environment.

On September 30, 2008, Governor Arnold Schwarzenegger signed Assembly Bill 1358 (AB 1358), the California Complete Streets Act. The Act states: "In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle-miles-traveled and to shift from short trips in the automobile to biking, walking and use of public transit".

In response to AB 1358, the General Plan Traffic and Circulation Element must contain provisions and plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable and based on local conditions.

"Complete Streets" design concepts are not new to the City of San Ramon, as the City has been designing and constructing its transportation network with all users in mind. To be in compliance with AB 1358, the City has incorporated Complete Streets concepts into every component of the Traffic and Circulation Element.

San Ramon's Transportation Systems Management Program incorporates five core strategies:

1. Transportation programs are based on traffic circulation system needs and land use planning.
2. The City's traffic circulation planning efforts are integrated with those of adjoining cities and counties in a cooperative, regional planning effort.
3. State of the art traffic engineering techniques and principles are used to bring planned improvements to reality.

4. Transportation demand management (TDM) strategies are employed to reduce dependence on single-occupant vehicles for commute travel.
5. All transportation modes are considered in all phases of design and construction within the City to create a circulation network that is safe, efficient, and convenient for all user groups.

Through the development and implementation of all these strategies the City's commitment to a balanced, efficient circulation system can be achieved.

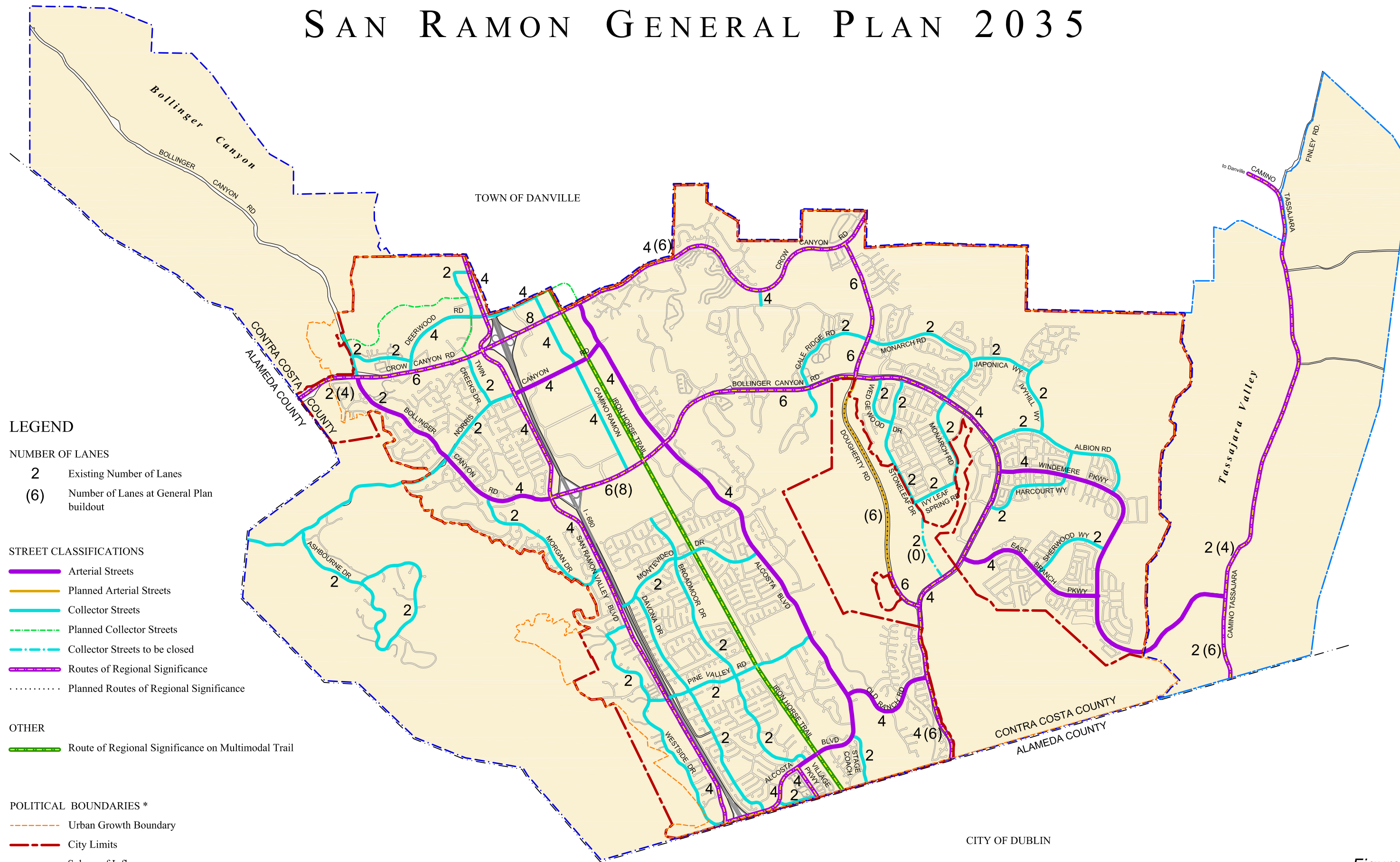
5.1 CIRCULATION AND LAND USE

The circulation network provides the linkage between different land uses and facilitates access to home, shopping, jobs, schools and recreation. With an efficient transportation system, people in San Ramon can enjoy the advantages of living in a smaller community and have access to neighboring metropolitan areas. Figure 5-1 shows the circulation network.

While this network is planned to provide sufficient capacity to accommodate the growth envisioned in the General Plan, the City must plan not only for roadway capacity improvements, but also for all available transportation demand management (TDM) methods to manage traffic flow in the City. New roadway construction and street widening projects are expensive, can have impacts to the environment, and tend to promote single-occupant auto travel. Alternatives to widening major roadways are discussed throughout this Element. They include Transportation Demand Management (TDM) strategies, more efficient operation of existing roads, Complete Streets, and improvements to the bus, bicycle, and pedestrian circulation systems. More importantly, this Element, as well as the Land Use and Growth Management Elements, contain policies to reduce vehicle-miles-traveled (VMT) and allows development to occur only if it meets the City's infrastructure requirements and acceptable traffic Level-of-Service (LOS) standards.

Traffic LOS is an objective measure of operating conditions at roadway intersections. The term "LOS" refers to the traffic conditions that confront drivers when they are using the roadway system. San Ramon has adopted policies to ensure that acceptable LOS are maintained on City streets as development occurs. In an urban setting, roadway capacity is dictated by intersection operations. Peak-period traffic (or commute hour traffic) is evaluated by comparing projected traffic volumes to intersection capacities. The ratio of traffic volume to traffic capacity ("volume/capacity" ratios) can be used to describe the quality of traffic flow through an intersection. Traffic operations are classified by LOS A through F with corresponding volume/capacity ratios, as shown in Table 5-1.

SAN RAMON GENERAL PLAN 2035



LEGEND

NUMBER OF LANES

- 2 Existing Number of Lanes
- (6) Number of Lanes at General Plan buildout

STREET CLASSIFICATIONS

- Arterial Streets
- Planned Arterial Streets
- Collector Streets
- - - Planned Collector Streets
- - - Collector Streets to be closed
- Routes of Regional Significance
- - - Planned Routes of Regional Significance

OTHER

- Route of Regional Significance on Multimodal Trail

POLITICAL BOUNDARIES *

- - - Urban Growth Boundary
- - - City Limits
- - - Sphere of Influence
- - - Planning Area Boundary
- - - County Boundary

* The locations of political boundaries are shown adjacent to each other for ease of identification. Actual political boundaries are coterminous when shown as contiguous, parallel, or overlap.

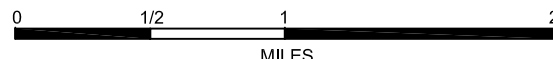


Figure 5-1
Circulation Network

(Updated on October 21, 2019)

Traffic and Circulation

Table 5-1: Level of Service Standards

<i>Level of Service (LOS)</i>	<i>Volume/Capacity</i>	
	<i>Ratios (V/C)</i>	<i>Description</i>
A	< 0.60	Traffic is typically free flowing; very little delay.
B	0.61-0.70	Only slight delays; the majority of vehicles do not stop.
C	0.71-0.80	Acceptable delays; if an intersection is signalized, a few drivers may have to wait through one signal cycle.
D	0.81-0.90	Delays are substantial during short periods, but excessive backups do not occur.
E	0.91-1.0	Delays can exceed one or more signal cycles.
F	> 1.0	Excessive delays; backups from other locations restrict or prevent movement.

Note:

As part of the development review process, developers are required to prepare traffic studies. If traffic from a proposed project results in unacceptable impacts to the City's circulation system, the developer is required to include mitigation measures which will maintain acceptable levels of service.

Source: CCTA Technical Procedures Manual.

SENATE BILL 743¹

Senate Bill 743 (Steinberg, 2013) made several changes to the California Environmental Quality Act (CEQA) for projects located in areas served by transit (i.e., transit-oriented development or TOD). Those changes direct the Governor's Office of Planning and Research to develop a new approach for analyzing the transportation impacts under CEQA. SB 743 also creates a new exemption for certain projects that are consistent with a Specific Plan and eliminates the need to evaluate aesthetic and parking impacts of a project, in some circumstances. The exemption applies if a project meets all of the following criteria:

- It is a residential, employment center, or mixed use project;
- It is located within a transit priority area;
- The project is consistent with a specific plan for which an environmental impact report was certified; and
- It is consistent with an adopted sustainable communities strategy or alternative planning strategy.

¹ (Source: California Office of Planning and Research website)

The exemption cannot be applied if the project would cause new or worse significant impacts compared to what was analyzed in the environmental impact report for the specific plan. In addition to the new exemption for projects that are consistent with specific plans, SB 743 also changes the way that transportation impacts are analyzed under CEQA. Once the CEQA Guidelines are amended to address the new transportation methodologies, auto delay and LOS will no longer trigger an impact finding under CEQA. While LOS and delay based standards are being revised for CEQA analysis, local jurisdictions still have the ability to utilize LOS standards to assess local goals and objectives for roadway operations and quality of life measures. Until the new transportation methodologies are adopted by the State, the impact to locally adopted LOS standards based on Congestion Management Plans will be unclear. Additionally, depending on the nature of these future methodologies and standards, local transportation policy revisions may also be required in the future.

GUIDING POLICY

- 5.1-G-1 Maintain acceptable LOS and ensure that future development and the circulation system are in balance.

IMPLEMENTING POLICIES

- 5.1-I-1 Strive to maintain traffic LOS C or better as the standard at all intersections with a maximum LOS D during a.m. and p.m. peak periods.

The a.m. peak period is typically defined as the commute time from 7 a.m. to 9 a.m. and the p.m. peak period is typically the commute time from 4 p.m. to 6 p.m. The Growth Management Element further discusses the specific conditions under which LOS D will be accepted.

- 5.1-I-2 Require traffic impact studies for all proposed new development projected to generate 50 or more net new peak hour vehicle trips or as requested by the City Traffic Engineer.
- 5.1-I-3 Identify and implement circulation improvements based on required traffic studies.
- 5.1-I-4 Implement uniform design standards for City arterials, collectors, and local streets.
- 5.1-I-5 Monitor key intersection LOS on an annual basis and document the results.
- 5.1-I-6 Implement the following transportation programs: Transportation Demand Management Program (TDM) Program, Street Smarts Traffic Safety Program, Residential Traffic Calming Program, Safe Routes to School Program, TRAFFIX Program, and the Engineering Services Department's Traffic Engineering component.

The potential effects of traffic calming measures on emergency response are an important consideration in the development of any traffic-calming program. Traffic calming should not significantly hinder emergency response or adversely affect the ability of emergency service providers to achieve their respective performance standards.

Traffic and Circulation

- 5.1-I-7 Implement a School Traffic Calming Program to address access and safety issues on streets adjacent to schools in San Ramon.

5.2 REGIONAL TRANSPORTATION PLANNING

Regional transportation planning coordination is a major focus of the City's transportation management philosophy. In 1988, Contra Costa County voters approved Measure C, the Contra Costa County Transportation Improvement and Growth Management Initiative. Measure C established countywide standards for traffic levels of service and circulation improvements, as well as a comprehensive growth management program that includes a requirement for cooperative multi-jurisdictional transportation planning. In 2004, Contra Costa County voters approved Measure J, a 25-year extension of the half-cent local transportation sales tax program. The projects and programs contained in the Measure J Transportation Sales Tax Expenditure Plan are for the continued maintenance, improvement and operation of local streets, roads, and highways and the construction, improvement and operation of public transit systems. Consistent with past practices, the Measure J Expenditure Plan includes a Growth Management Program (GMP) component. The goal of the GMP is to preserve and enhance the quality of life and promote a healthy, strong economy to benefit the people and areas of Contra Costa through a cooperative, multi-jurisdictional process for managing growth, while maintaining local authority over land use decisions. The following is a summary of key local Measure J programs and projects.

MEASURE J TRAFFIC CONGESTION RELIEF AGENCY—TRAFFIX

One category of Measure J provides funding for a program entitled, "Safe Transportation for Children" and includes the inauguration of a San Ramon Valley School Traffic Congestion Relief Program or other projects in the San Ramon Valley that reduce school-related congestion. The TRAFFIX program will target the areas in the San Ramon Valley with the highest level of congestion. The TRAFFIX program is intended to reduce traffic congestion caused by parents driving their children to and from school through some of the San Ramon Valley's most congested intersections. To accomplish this, transit service is available to transport students, who live near or must travel through these most congested intersections in the San Ramon Valley, thus providing an alternative to individual car travel and improving traffic flow on local roadways.

MEASURE J CARPOOL LANE GAP CLOSURE/I-680 TRANSIT ENHANCEMENTS

The project will extend bus/carpool lanes on southbound I-680 from North Main Street to Livorna Road and northbound from North Main Street to north of SR 242.

I-680 REGIONAL TRANSPORTATION IMPROVEMENTS

The Measure J Expenditure Plan included a project titled I-680 Carpool Lane Gap Closure/Transit Corridor Improvements. One component of the Project included the construction of HOV Direct Access Ramps (DAR) at Norris Canyon Road in San Ramon. The City of San Ramon withdrew support for the DAR Project. On March 22, 2016, the San Ramon City Council adopted Resolution No. 2016-027 requesting the Contra Costa Transportation Authority (CCTA) shift priority emphasis to the Bollinger Canyon Road/I-680 Interchange Improvements and discontinue efforts related to the DAR Project in San Ramon. Consequently, the City has initiated operational improvements that could be implemented sooner than

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improvements proposed as part of the DAR Project, thereby providing traffic congestion relief along the I-680 corridor, particularly at the Bollinger Canyon Road/I-680 Interchange.

In addition, the City of San Ramon supports CCTA efforts underway that will provide congestion relief along the I-680 corridor, including:

1. Initiate operational improvements at the Bollinger Canyon Road/I-680 Interchange that will provide new and/or reconfigured infrastructure to accommodate planned improvements along the corridor, such as new and enhanced local and express bus services, increase in HOV usage, and ramp metering.
2. Determine whether or not additional Park & Ride lot(s), new and/or expanded, are needed to accommodate proposed increased express/fixed route bus service in the corridor, particular at the Bollinger Canyon Road Interchange.
3. Study in greater detail the bus on shoulder improvements specifically at the Bollinger Canyon Road Interchange as identified in the I-680 Transit Investment/Congestion Relief Options Study.
4. Improve Freeway Operations, particularly at the Bollinger Canyon Road Interchange to enhance Connected and Autonomous Vehicle Support and Active Traffic Management infrastructure.

GUIDING POLICY

5.2-G-1 Actively participate in local and regional transportation planning.

IMPLEMENTING POLICIES

- 5.2-I-1 Continue to develop and implement Action Plans for Routes of Regional Significance, in cooperation with the Southwest Area Transportation Committee (SWAT), the Contra Costa Transportation Authority (CCTA), and the Tri-Valley Transportation Council (TVTC).
- 5.2-I-2 Continue to implement the Tri-Valley Transportation Action Plan through participation in the Tri-Valley Transportation Council (TVTC).
- 5.2-I-3 Participate in programs to mitigate regional traffic congestion including the following project when necessary based on monitoring and program goals:
- Alcosta Boulevard/I-680 Northbound Off-Ramp: Widen the off-ramp to provide one left turn lane, one shared left/through/right turn lane, and one right turn lane.
- 5.2-I-4 Support goals and policies of the Contra Costa Congestion Management Plan (CMP).
- 5.2-I-5 Emphasize regional transportation demand management and trip reduction strategies as alternatives to improvements to existing facilities and the construction of new facilities.
- 5.2-I-6 Identify the impacts of land use decisions on regional as well as local transportation facilities.

- 5.2-I-7 Support regional air quality and greenhouse gas reduction objectives through effective management of the City's transportation system.

5.3 COMPLETE STREETS

“Complete Streets” are defined as streets that serve everyone—pedestrians, bicyclists, transit riders, and drivers—and they take into account the needs of people with disabilities, older people, and children. “Complete Streets” design concepts can improve safety through the consideration of all user groups, improve people's health by promoting an active lifestyle and encouraging travelers to walk or ride bicycles instead of driving, and allow for all modes of travel to be used to reach key destinations in a community and region safely and efficiently. By using “Complete Streets” design concepts, the City can construct and continue to improve a network of streets that are accessible to all local transportation modes and all user groups while maintaining roadway capacity and level of service required by the General Plan.

Implementation of Complete Streets concepts can result in improved mobility for people who cannot or do not drive and can result in less reliance on automobiles. A reduction in automobile use would result in a reduction in local VMT along with a corresponding reduction in transportation-related greenhouse gas emissions created by the burning of fossil fuels.

GUIDING POLICY

- 5.3-G-1 Encourage transportation facilities that consider the users' safety and allow for all modes of travel based on local conditions and needs of the community.

IMPLEMENTING POLICIES

- 5.3-I-1 Maintain and periodically update Complete Streets Guidelines that establish local review and assessment criteria and encourage development of a multimodal transportation network to meet community needs.

The Complete Streets Guidelines include a range of design tools and considerations intended to assist in the design of new transportation improvements and the re-design of the existing transportation network. The Complete Street Guidelines are not intended to be “one size fits all” standards, but rather provide a framework for assessing the multimodal needs of the community in the context of a specific transportation or roadway project. The Complete Streets Guidelines may be a stand-alone guidance document or incorporated into existing streetscape guidelines or roadway development standards.

- 5.3-I-2 Implement Complete Streets principles, as appropriate, for new roadway design and significant roadway rehabilitation.

Complete Streets principles are identified in the Complete Streets Guidelines. Specific application of the Complete Streets principles is to be based on the specific needs and context of the project being considered.

- 5.3-I-3 Coordinate the implementation of Complete Streets concepts, as appropriate, with ongoing transportation and congestion relief programs such as the TDM Program,

Street Smarts Traffic Safety Program, Residential Traffic Calming Program, Safe Routes to School Program and TRAFFIX Program.

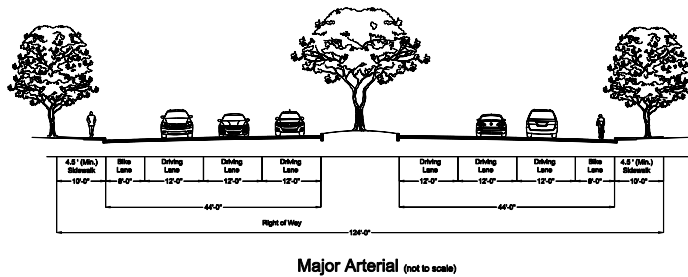
- 5.3-1-4 Encourage Complete Streets concepts as a vehicle-miles-traveled and greenhouse gas reduction strategy.

5.4 ARTERIAL ROADWAYS

The City’s circulation system is based on a functional classification of arterial, collector, and local streets. The system of classifying roadways is intended to provide adequate through-travel capacity on major routes while limiting through-traffic in residential neighborhoods. The function of arterial roadways is to accommodate higher traffic volumes and intercity circulation, while balancing the needs of all users through Complete Streets concepts. Arterial roadways are generally characterized as having two to four lanes of traffic in each direction separated by a center median (see Figure 5-2). These streets are used to travel to activity centers, freeways, and other arterials. These streets also serve adjacent residential and commercial land uses via arterial and collector connections.

General Plan 2035, Implementing Policy 5.4-1-3 requires the City to construct capacity and roadway improvements necessary to serve growth generated by potential General Plan buildout. The City continues to implement the City’s Five-Year Capital Improvement Program, which includes the status and details for necessary capacity improvements to arterial roadways.

Figure 5-2: Typical Major Arterial



* This cross section represents a typical layout of a major arterial, but the exact dimensions may be modified at the discretion of the City Engineer.

GUIDING POLICY

- 5.4-G-1 Design arterial roadways to efficiently move inter-city traffic, thereby minimizing through-traffic in residential areas of the City.

IMPLEMENTING POLICIES

- 5.4-1-1 Ensure that adequate north-south and east-west arterial capacity is provided to accommodate future travel demand and, where appropriate, implement Complete Streets concepts pursuant to Policy 5.3-G-1.
- 5.4-1-2 Implement the City’s five-year Capital Improvement Plan.

Traffic and Circulation

- 5.4-I-3 Construct capacity and roadway improvements necessary to serve growth generated by development under the General Plan.
- Crow Canyon Road: Widen to six lanes from Alcosta Boulevard to Danville Town limits. Preserve right-of-way for widening to four lanes from Bollinger Canyon Road to Alameda County line.
 - Dougherty Road: Support construction to six lanes from Crow Canyon Road to Alameda County line. *(Completed 2018)*
 - Bollinger Canyon Road: Widen to eight lanes from I-680 to Alcosta Boulevard. *(Completed in 2018)*
 - Camino Tassajara: Support widening to four lanes from Danville Town limits to Windemere Parkway. Support widening to six lanes from Windemere Parkway to Alameda County line.
 - While outside the City's Jurisdiction, future Camino Tassajara improvements are specified in the Dougherty Valley Settlement Agreement (May 11, 1994) and Tri-Valley Transportation Plan and Action Plan.
 - Alcosta Boulevard: Install signals and associated lane improvements at the Old Ranch Road and Vera Cruz Drive intersections.
- 5.4-I-4 Maximize the carrying capacity of arterial roadways by controlling the number of intersections and minimize residential and commercial driveway access, on-street parking and requiring sufficient off-street parking to meet the needs of each proposed project.
- The intent of this policy is to minimize conflicts from intersections, driveways, and parking along arterial roadways.*
- 5.4-I-5 Require traffic impact mitigation fees on new residential and commercial development to ensure that transportation improvements are constructed before the increased traffic causes conditions to deteriorate.
- 5.4-I-6 Make optimal use of federal, state, and other funding sources to complete circulation system improvements.
- 5.4-I-7 Minimize congestion on arterials by fully implementing the policies in the Complete Streets, Transportation Demand Management and Public Transit sections of the Circulation Element.
- 5.4-I-8 Encourage regional freight movement on freeways and other appropriate routes; evaluate and implement vehicle weight limits as appropriate on arterial, collector and local roadways to mitigate truck traffic impacts in the community.
- 5.4-I-9 Specify routes for transporting hazardous materials that minimize the risk to people and property.

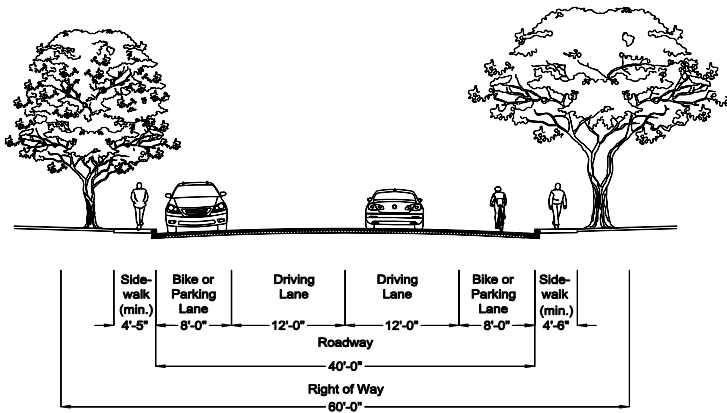
These routes should not pass through residential areas or other sensitive areas. Specific time periods for transport should be established to reduce the impact and accident risk during peak travel periods.

5.5 COLLECTOR AND LOCAL ROADWAYS

Collector roadways are used to travel within and between neighborhoods. Collector roadways are characterized as having 1-2 lanes of traffic in each direction and typically do not have a center median (See Figure 5-3). These roadways collect traffic from local streets and route it to arterials. Local roadways are used to travel within neighborhoods and are designed to discourage through-traffic in residential areas. The City sets traffic volume goals to limit traffic volumes to acceptable levels on these roadways, as they often have the capacity to carry far more traffic than is tolerable to people living along them.

General Plan 2035, Implementing Policy 5.5-I-4 requires the City to construct the capacity improvements necessary to serve growth generated by potential General Plan buildout. The City continues to implement the City's Five-Year Capital Improvement Program, which includes the status and details for necessary capacity improvements to collector and local roadways.

Figure 5-3: Typical Collector Roadway



Local Collector (not to scale)

** This cross section represents a typical layout of a local collector roadway, but the exact dimensions may be modified at the discretion of the City Engineer.

GUIDING POLICY

5.5-G-1 Design collector and local roadways to improve circulation and to connect residential and commercial areas of the City while incorporating Complete Streets concepts pursuant to Policy 5.3-I-2 where appropriate.

IMPLEMENTING POLICIES

5.5-I-1 Implement residential traffic calming measures, as warranted, and police enforcement to mitigate speeding and other traffic impacts in residential areas of the City.

Traffic and Circulation

Proposed residential traffic calming measures are reviewed by the Transportation Advisory Committee (TAC) for specific recommendations. The TAC acts as a clearinghouse for transportation issues affecting the City of San Ramon and refers (with recommendations) those items requiring action before the City Council.

- 5.5-I-2 Continue to implement traffic-control measures and design features that support attainment of the City's goal of less than 3,000 vehicles per day on collector roadways.

The City's goal is to limit traffic volumes on collector roadways to less than 3,000 vehicles per day. Because of the dual function that collectors serve, both property access and mobility, the goal may not be achievable in some cases. The City seeks to balance the needs for preservation of residential character and for adequate mobility, for each collector roadway.

- 5.5-I-3 Continue to implement traffic-control measures, residential traffic calming, and design features that support attainment of the City's goal of less than 500 vehicles per day on local roadways.

The City's goal is to limit traffic volumes on local roadways to less than 500 vehicles per day. Because many local streets connect to several other streets serving a variety of uses, the goal may not be achievable in some cases. The City seeks to minimize the impact of higher volumes on local streets, and minimize inappropriate travel on these streets, through implementation of the Residential Traffic Calming program and appropriate roadway design features in new development areas.

- 5.5-I-4 Construct improvements to collector roadways as follows:

- Twin Creeks Drive: Extend and construct as a four-lane street from Crow Canyon Road to Old Crow Canyon Road.
- Fostoria Way: Widen Fostoria Way from Camino Ramon easterly to the City Limits past the Iron Horse Trail to include curb, gutter, sidewalk, and streetlights.
- Camino Ramon: Reconfigure the westbound and eastbound approaches at the Bishop Drive intersection and alter signal phasing.
- Hooper Drive: Widen Hooper Drive from SRVB to 320 feet west to include curb, gutter, sidewalk, and streetlights.

The City's Five-Year Capital Improvement Program includes the status and details for necessary capacity improvements to collector and local roadways.

- 5.5-I-5 Mitigate appropriately traffic that impacts collector streets as a result of new residential and commercial development.

- 5.5-I-6 Maintain controlled or permit-only parking restrictions in residential areas adjacent to California High School. Permit-only parking restrictions shall not apply to other residential areas or areas adjacent to public parks within the City of San Ramon except as specifically approved by the City Council based on unique circumstances and the Municipal Code criteria.

5.6 TRANSPORTATION DEMAND MANAGEMENT AND PUBLIC TRANSIT

The term “Transportation Demand Management” (TDM) refers to measures designed to reduce automobile traffic in order to improve air quality and reduce traffic congestion. These measures include public transit, telecommuting, compressed work weeks, carpooling, vanpooling, walking, bicycling, and incentives to increase the use of these alternatives. TDM has become increasingly important in maintaining acceptable traffic levels of service in the Tri-Valley and elsewhere in the Bay Area.

San Ramon has long recognized the need to reduce the use of single-occupant vehicles to achieve improved traffic levels of service and regional air quality. Since 1989, the City’s TDM program has demonstrated the ability to maintain one of the lowest drive-alone rates of all Contra Costa County jurisdictions and has a high number of vanpools with a San Ramon destination. The City’s TDM Program receives guidance from the Transportation Demand Management Advisory Committee consisting of local business representatives and provides a unique opportunity for the public and private sectors to work together toward the common goal of reducing traffic congestion and improving air quality.

TDM program participation has been further promoted through the adoption of Senate Bill 1339 (Yee), signed by the Governor in fall 2012. SB 1339 authorizes the Bay Area Air Quality Management District (Air District) and the Metropolitan Transportation Commission (MTC) to jointly adopt a regional commute benefit program. The Bay Area Commuter Benefits Program (Program) took effect on March 26, 2014. The Program is based on Regulation 14, Rule 1, which was adopted by the Bay Area Air Quality Management District (Air District) and the Metropolitan Transportation Commission (MTC) in response to Senate Bill 1339 (codified in California Government Code section 65081).

The Program requires Bay Area employers (public, private, or nonprofit) in the San Francisco Bay Area with 50 or more full-time employees (i.e., employees who work 30 or more hours per week) at all Bay Area Worksites combined to provide commuter benefits to their employees by September 30, 2014. Employers subject to the Program are required to choose one of four commuter benefit options and make the chosen commuter benefit available to their employees.

PUBLIC TRANSIT

San Ramon’s Transit Plan, adopted in 2005, articulates a vision for a comprehensive public transit system with frequent, efficient, cost effective and convenient transit service for residents, seniors, youth, and employees who live and work in San Ramon. Bus service in San Ramon is currently provided by the Central Contra Costa Transit Authority (CCCTA). The City has a transit facility located adjacent to the Bishop Ranch Business Park and future plans call for the construction of an additional transit facility as part of the City Center Mixed Use Project. The North Camino Ramon Specific Plan contemplates a new or relocated transit center to geographically balance transit facility needs within the core of the City. These transit facilities

Traffic and Circulation

provide regional connectivity to major transit facilities including BART as well as adjoining cities in the Tri-Valley area.

In addition, public transit service to the San Ramon Dougherty Valley was launched on December 18, 2006. County Connection, Contra Costa County and the Dougherty Valley developers entered into an agreement that will provide Dougherty Valley with transit service for five years. Funding for the five-year service plan is through a fee imposed on the Dougherty Valley developers. Due to the 2008 recession, the construction of housing was delayed. As a result, the collection of transit fees stalled. However, in 2011, the agreement between County Connection and Contra Costa County was amended to extend beyond the five-year period. At that time, County Connection agreed to continue funding the Dougherty Valley service Route 35. In return, Contra Costa County will refund County Connection the transit fees upon collection and build-out of Dougherty Valley.

Route 35 has been incorporated into the County Connection fixed route service. Route 35 operates on half hour frequencies during the peak house (from 6:00 a.m. to 9:00 am and then from 3:00 p.m. to 7:00 p.m.). During off peak hours, the service frequency is hourly. Today, the route meets the County Connection performance standards for passenger per revenue hour and will continue to operate so long as it meets performance standards, and after the collection of the Dougherty Valley Transit Fee.

To respond to a petition submitted by residents of the Windemere Parkway corridor, County Connection added a “loop” along Windemere Parkway to provide service along Windemere corridor to East Branch Parkway. The service was added in 2009 and is in place today.

The City has worked closely with the CCCTA to fill the regional and local need for public transit and will continue to advocate the need to maintain basic level of service for the City. Future projections indicate the potential for serious traffic congestion in the I-680 corridor in the future. These projections are based on anticipated growth in the communities along the I-680 corridor and in neighboring regions such as the Silicon and Central Valleys. Smart Growth strategies, including those incorporated into Plan Bay Area and the Contra Costa Countywide Comprehensive Transportation Plan (CTP), are anticipated to promote a more compact growth pattern and reduce VMT. However, regional public transit serving the I-680 corridor will be necessary to maintain service levels and would preclude the need for further freeway widening.

The Measure J Transportation Sales Tax Expenditure Plan includes a Capital Improvement Project that will facilitate the usage of public transit, carpools and vanpools along the I-680 corridor. The project “Interstate 680 carpool Lane Gap Closure/Transit Corridor Improvements” will extend the existing bus/carpool lanes on southbound I-680 from North Main Street to Livorna Road and northbound from North Main Street to north of SR 242. It will also implement transit corridor improvements that address congestion and/or increase population along the I-680 corridor.

GUIDING POLICY

- 5.6-G-1 Utilize Transportation Demand Management (TDM) strategies as an integral component of the City's transportation program to reduce total vehicle trips on San Ramon roadways and reduce the corresponding vehicle emissions that promote regional air quality improvements.

IMPLEMENTING POLICIES

- 5.6-I-1 Cooperate with public agencies and other jurisdictions to promote local and regional public transit service in San Ramon as part of a multimodal and Complete Streets strategy.

- 5.6-I-2 Encourage and assist major employers and commercial complexes to reduce the number of single-occupant vehicles by participating in the City's TDM programs.

The City's TDM Program receives guidance from the Transportation Demand Management Advisory Committee consisting of local business representatives. TDM Advisory Committee makes recommendations to City staff, and the City Council on the delivery of TDM Policies, programs, activities and services. The Committee serves as liaison between the City and business community to develop and implement commute alternative programs for all employers and business complexes in the City.

- 5.6-I-3 Encourage additional local bus or other public transportation service providers to and from regional transit lines. Bus service or other public transportation services should be included under the Initial Level of Development as part of the Dougherty Valley area. The City shall consistently strive to improve the transit service to and from San Ramon including the annexed areas of Dougherty Valley.

- 5.6-I-4 Preserve options for future public transit and alternative transportation uses when designing improvements for roadways such as Bollinger Canyon Road Corridor within Dougherty Valley.

Future right of way improvements shall be evaluated and include Complete Streets concepts pursuant to Policy 5.3-I-2.

- 5.6-I-5 Support future transit uses within the I-680 corridor right-of-way.

- 5.6-I-6 Work with other jurisdictions and agencies to coordinate the City's TDM programs with regional plans that are aimed at reducing traffic congestion and improving air quality.

- 5.6-I-7 Encourage new development to include a mix of uses and Complete Streets concepts that will allow people to walk and bike between destinations and reduce the amount of automobile vehicle-miles-traveled.

- 5.6-I-8 Support alternative public transportation programs and obtain funding for new TDM projects or programs.

- 5.6-I-9 Encourage employers and commercial complexes to emphasize public transit services or private alternatives to the single-occupant vehicle.

Traffic and Circulation

- 5.6-I-10 Work with transit providers to situate transit stops at convenient and safe locations.
- 5.6-I-11 Promote increased transit ridership through the use of Transportation Management Associations and other employer-based transit programs, equip buses with bike racks, and make transit information readily accessible.
- 5.6-I-12 Coordinate with Caltrans and transit providers to identify and implement park and ride lots with convenient access to public transit.
- 5.6-I-13 Work with the San Ramon Valley Unified School District and other appropriate agencies and organizations to reduce vehicle trips through the provision of transit programs and promoting carpooling, bicycling, and walking.
- 5.6-I-14 Consider strategies such as shared parking, parking management plans (including valet parking), and/or the construction of public parking facilities in the City Center, North Camino Ramon Specific Plan, or other commercial areas to serve projected parking demand, while carefully balancing the need for adequate parking against the desire to minimize traffic growth and create a pedestrian/bicycle friendly environment using Complete Streets design concepts.

See also the Land Use Element for a discussion of shared parking in residential and mixed use developments.
- 5.6-I-15 Work with local transit providers to increase and expand weekend transit service.
- 5.6-I-16 Explore opportunities for the location or relocation of a transit center to North Camino Ramon Specific Plan Area to better geographically balance the public transit needs for the City.

GUIDING POLICY

- 5.6-G-2 Encourage trip reduction measures in an effort to reduce vehicle-miles-traveled, improve air quality, and reduce greenhouse gas emissions.

IMPLEMENTING POLICIES

- 5.6-I-17 Encourage “Park Once” concepts as a vehicle-miles-traveled reduction strategy for mixed-use, commercial, and public facilities through the integration of common design features and shared parking concepts including but not limited to Parking Benefit Districts.

“Park Once” concepts relate primarily to mixed-use developments and encourage centralized parking that allows users to park their cars in close proximity to several destinations. Vehicle-miles-traveled, trips on the roadway system, and air pollution are reduced by eliminating the need for several short trips between otherwise local destinations.

- 5.6-I-18 Encourage shared parking facilities and parking reductions for compatible land uses to minimize excessive parking to reduce inefficient use of land, unnecessary

pavement and stormwater runoff, and encourage alternative transportation and reductions in vehicle-miles-traveled.

Proposals for shared parking should be based on a parking study demonstrating the compatibility of land uses, including peak use analysis and recommended remedies to address future parking concerns should they arise.

5.6-I-19 Encourage infill and Transit-Oriented Development (TOD) concepts as a vehicle-miles-traveled reduction strategy for existing and proposed development.

5.7 BICYCLE AND PEDESTRIAN ROUTES

Bicycling and walking are key elements of San Ramon's circulation system and important components of the "Complete Streets" concept. The City has an extensive network of bikeways, sidewalks, and trails that enhance neighborhood accessibility and help to reduce reliance on the automobiles, which meets key goals of the Complete Streets policies. The existing network has been developed over time based on standard practices in bicycle planning and engineering. The City's local bicycle and pedestrian network is a key component of the Countywide Bicycle and Pedestrian Plan. Additionally, in 2017, the City undertook a year-long process to develop its first Bicycle Master Plan with the objective of creating connected, accessible routes that are comfortable for people of all ages and abilities. Adopted in 2018, the Plan a vision for bikeway facilities and a suite of supportive programs and infrastructure. Figure 5-4 identifies the location of the City's existing and planned bicycle routes. Bicycle routes are grouped into three different categories, all of which have standards for width, signage, and pavement marking and are consistent with the City's Bicycle Master Plan:

- Class I bikeway, also referred to as a bike path, is a paved, separate right-of-way that is physically separated from any street.
- Class II bikeway, or bike lane, is a one-way, striped, and signed lane on a street.
- Class III bike routes share the road with vehicle traffic or pedestrians and are marked only by signs.

With the exception of the Iron Horse Trail, bike paths from Bent Creek to Old Ranch Park, the "Cross-Valley" trail in the PG&E right-of-way, and portions of Dougherty Valley multi-use system (Class I bike paths), all bikeways in San Ramon are Class II or III located on City rights-of-way. The City, as part of its ongoing efforts to annex Dougherty Valley, has accepted over 9 miles of new roadways throughout the Dougherty Valley, most of which include Class II bikeways. It is the City's goal to provide and maintain a comprehensive bicycle and pedestrian system that connects all parts of the City.

In 2007, the City of San Ramon, in coordination with Contra Costa County, CCTA, Town of Danville and East Bay Regional Park District, developed the San Ramon Valley Iron Horse Trail Bicycle Pedestrian Corridor Concept Plan. The Plan studied the feasibility of constructing bicycle/pedestrian overcrossing(s) along the Iron Horse Trail as an alternative to the at-grade crossings at Sycamore Valley, Crow Canyon and Bollinger Canyon Roads. The primary goals in the implementation of these overcrossings would be to:

- Improve pedestrian and bicyclist safety

Traffic and Circulation

- Improve pedestrian and bicyclist access and circulation
- Facilitate alternative means of transportation
- Increase recreational opportunities
- Facilitate healthier lifestyles
- Cultivate appreciation of the natural world

The Corridor Concept Plan established the basic scope and feasibility and is the first step in the process of evaluating and implementing pedestrian overcrossings at the proposed San Ramon locations. To move these projects forward it will be necessary to secure additional funding for development of improvement plans and ultimately construction of the projects.

GUIDING POLICY

5.7-G-1 Encourage bicycling and walking as alternatives to driving, consistent with Complete Streets concepts.

IMPLEMENTING POLICIES

5.7-I-1 Establish a network of on- and off-street bicycle routes to encourage their use for commute, recreational, and other trips. Improve and expand bicycle routes for commuters in San Ramon.

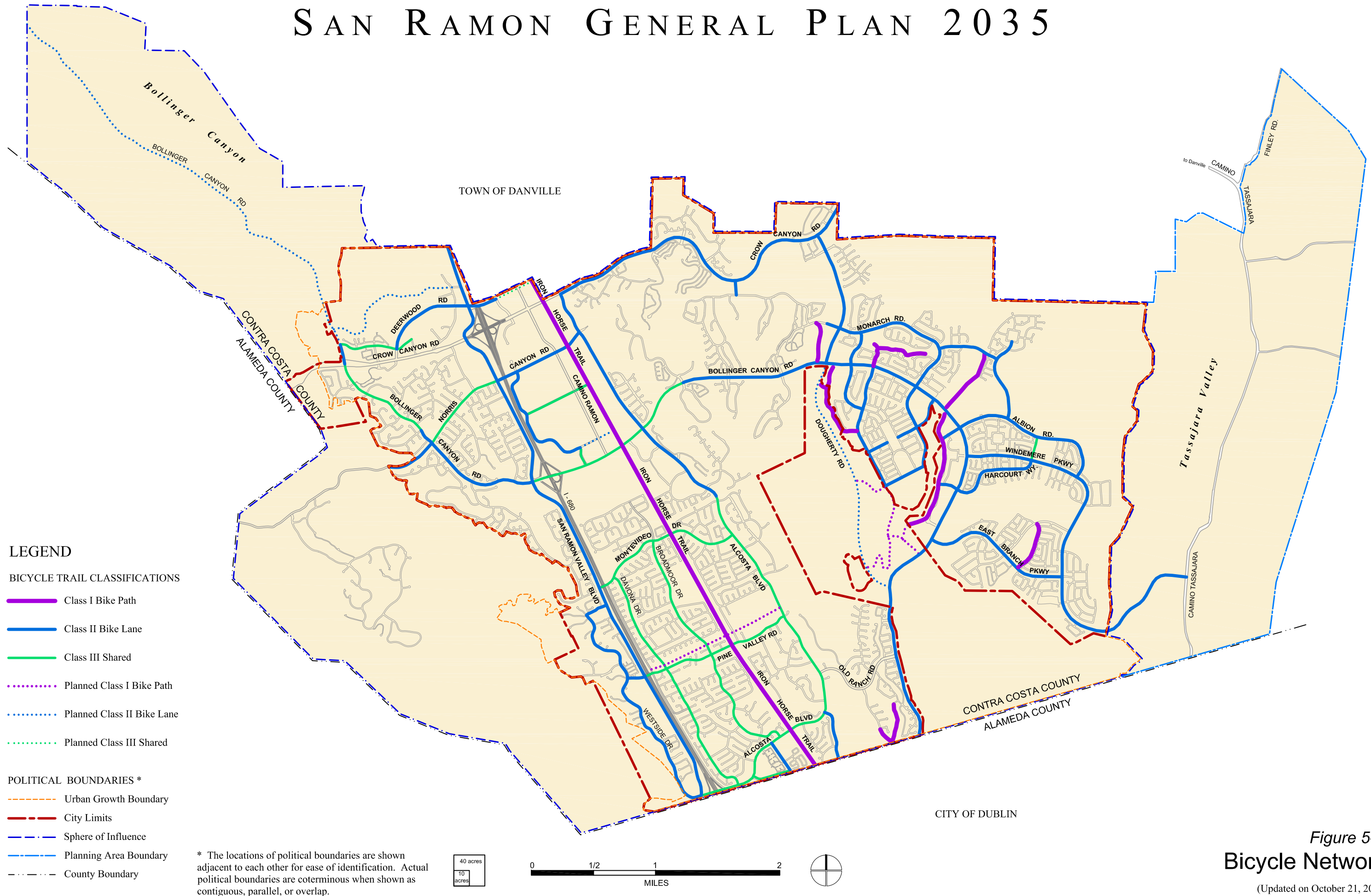
5.7-I-2 Develop bicycle routes that provide access to regional employment centers, shopping centers, public facilities, transit centers, schools, and parks.

5.7-I-3 Continue to emphasize the Iron Horse Trail as a major north-south route for non-motorized modes of transportation including walking, biking, rollerblading and scooters by improving connectivity and enhancing amenities for these modes.

The Iron Horse Trail provides access to Central Park, the Bishop Ranch Business Park, Montevideo Elementary School, Walt Disney Elementary School California High School, and residential neighborhoods. The trail will be linked to the City Center project and is anticipated to serve as an important corridor within the North Camino Ramon Specific Plan. The Iron Horse Trail Bicycle and Pedestrian Corridor Concept Plan includes overcrossing proposals to improve movement along the Iron Horse Trail and minimize delays and improve safety at major arterials.

In 2014, the Iron Horse Trail was designated a Route of Regional Significance by Tri-Valley Transportation Council (TVTC). While not typical that a multimodal trail would be designated as a RRS, the IHT meets the criteria as a transportation facility that is considered to be important from a regional perspective, providing regional mobility and connecting multiple jurisdictions. Additionally, the status as a RRS allows for additional grant opportunities for corridor improvements and emphasizes local multimodal resources and objectives in the text of TVTC Action Plan.

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LEGEND

BICYCLE TRAIL CLASSIFICATIONS

- Class I Bike Path
- Class II Bike Lane
- Class III Shared
- ⋯ Planned Class I Bike Path
- ⋯ Planned Class II Bike Lane
- ⋯ Planned Class III Shared

POLITICAL BOUNDARIES *

- - - Urban Growth Boundary
- - - City Limits
- - - Sphere of Influence
- · - Planning Area Boundary
- ⋯ County Boundary

* The locations of political boundaries are shown adjacent to each other for ease of identification. Actual political boundaries are coterminous when shown as contiguous, parallel, or overlap.



Figure 5-4
Bicycle Network

(Updated on October 21, 2019)

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- 5.7-I-4 Encourage future development along the trail corridor to provide connection points and amenities as appropriate.

Amenities may include, but are not limited to, benches, landscaping, and signage.

- 5.7-I-5 Require bicycle parking, storage and other support facilities as part of any new office and retail developments and public facilities.

Facilities may include, but are not limited to, racks, lockers, and changing facilities.

- 5.7-I-6 Continue to promote and implement through the development review process, continuous circulation facilities within Bishop Ranch Business Park, commercial districts, and residential neighborhoods to enhance connectivity and promote pedestrian and bicycle modes of transportation consistent with Complete Streets concepts.

- 5.7-I-7 Continue to implement accessibility standards for physically disabled persons within the public rights-of-way.

5.7-I-8 Pursue grant funding for implementation of projects identified in the adopted Bicycle Master Plan, including funding from State and regional sources.

- 5.7-I-9 Implement the San Ramon Valley Iron Horse Trail Corridor Concept Plan by refining the design alternatives and pursue funding through grants, public/private partnerships and other funding sources as appropriate.

The Concept Plan contemplates improvements such as grade separations at Bollinger Canyon Road and Crow Canyon Road.

- 5.7-I-10 Require roadway improvement projects to minimize both temporary and permanent reductions in bicycle and pedestrian mobility and/or accessibility.

- 5.7-I-11 Work with neighboring jurisdictions to ensure that continuity in bicycle and pedestrian networks is provided at jurisdictional boundaries.

This policy is intended to prevent the creation of gaps in bicycle and pedestrian networks that would be inconsistent with the Complete Streets concept.

- 5.7-I-12 Work with Caltrans and other appropriate agencies to improve bicycle and pedestrian mobility at freeway crossings.

- 5.7-I-13 Promote educational efforts about traffic laws and safe practices for all modes of transportation.

This policy is intended to increase awareness of the California Vehicle Code requirements (e.g., yielding to pedestrians at crosswalks), potentially preventing conflicts between motorists, bicyclists, and pedestrians.

- 5.7-I-14 Prioritize bicycle network improvements in the core area of San Ramon, including construction of new facilities and actions to remove barriers to cycling as identified in the

Traffic and Circulation

San Ramon Bicycle Master Plan (2018), in order to support development in the City's Priority Development Areas (PDAs).

The City of San Ramon Bicycle Master Plan identifies a range of funding mechanisms and partnerships to facilitate implementation of improvements envisioned and to encourage increased cycling in the core area.

Traffic and Circulation

Table 5-2 (cont.): Bicycle Routes by Classification

<i>Location</i>	<i>Existing</i>	<i>Proposed</i>
Sunset Drive	Class III	
Village Parkway	Class II	
Wedgewood Road (between Monarch Road and Stoneleaf Road)	Class II	
Westside Drive	Class II	
Windemere Parkway (between Bollinger Canyon Road and Camino Tassajara)	Class II	

6

Parks and Recreation

San Ramon is committed to creating and maintaining a park system that meets the recreational needs of its residents and contributes to the City's positive image. The presence of well-designed parks and community facilities is essential to the health and well-being of a community. Parks and community facilities in San Ramon have improved and are striving to achieve the ideal envisioned by the City and its residents.

6.1 PARKS AND COMMUNITY SERVICES MASTER PLAN

The primary guiding tool of parks and community facilities is the Parks and Community Services Master Plan developed by the Parks and Community Service Commission. It is a blueprint that guides park and community service development through 2017 and, in conjunction with the General Plan, acts as a guidance tool to the City Council, the Planning Commission, the Parks and Community Service Commission, and the public.

The City's current standard for public parkland is 6.5 acres per 1,000 residents at General Plan buildout. Of the total 6.5 acres per 1,000 residents, at General Plan buildout, a goal of 4.5 acres per 1,000 residents is for, neighborhood and school parks and 2.0 acres per 1,000 residents is for community parks and specialized recreation areas. This public parkland standard is achievable under the General Plan 2035 if the City is successful in securing the proposed public parkland.

Since incorporation, the City has successfully pursued an ambitious program of park development. Neighborhood parks at school sites, expansions of San Ramon Central Park, parks established in new subdivisions, and preservation of significant creek corridors have been included in this program. Providing for parks and recreation services in San Ramon falls within the jurisdiction of the City, as well as several local, regional, and state agencies, private businesses, local homeowners' associations, and numerous special interest organizations.

6.2 PARK CLASSIFICATIONS AND STANDARDS

The City provides its residents with several types of parks and facilities. Parks are defined as parkland used for public recreational purposes. Parks in San Ramon are classified below.

- *Neighborhood Park.* A park or playground at least two acres in size, developed primarily to serve the recreational needs of citizens living within a half mile radius of the park. The City's goal, at General Plan buildout, is to maintain 4.5 acres of, Neighborhood Parks, and School Parks per 1,000 residents.
- *School Park.* A neighborhood park developed, improved, and maintained on school grounds by the City. School parks are utilized jointly by students and by residents primarily within a half-mile radius of the surrounding neighborhoods. The City's goal at

General Plan buildout is to maintain 4.5 acres of, Neighborhood Parks, and School Parks per 1,000 residents.

- *Community Park.* A larger park or facility developed to meet the park and recreational needs of those living or working within a three-mile radius of the park. Community parks vary from 10 to 60 acres. The City's goal, at General Plan buildout, is to maintain 2.0 acres of Community Parks and Specialized Recreation Areas per 1,000 residents.
- *Regional Park.* A park having a wide range of improvements not usually found in neighborhood and community parks and designed to meet the recreational needs of the entire regional population. A regional park must be over 200 acres in size, including both land and water bodies and should be within 30-minute driving time from the residents it serves. Recreational facilities, confined to a Recreation Staging Area, must not occupy more than 30 percent of the park's area, leaving 70 percent of the park's area to remain in its natural state. Recreational facilities might include a golf course, a zoo, a nature area, and/or hiking or equestrian trails. Some of these facilities may be under lease to community groups.
- *Specialized Recreation Area.* A recreation area or facility devoted to a very specific activity or use such as Crow Canyon Gardens, Sports Park, Del Mar Dog Park, or Forest Home Farms. The City's goal, at General Plan buildout, is to maintain 2.0 acres of Community Parks and Specialized Recreation Areas per 1,000 residents.
- *Public Spaces.* A publicly owned recreation space, area, or facility, where appropriate in mixed-use or multi-family developments, developed to enhance the recreation or leisure interactive experience of residents or visitors for passive or active use. Public Spaces might include an interactive water element, public art, gardens, trails and paths, plazas, labyrinths, picnic areas, tot-parks, pocket parks, basketball, bocce, or tennis courts, and it includes a balance of hardscape and landscaped areas. The City may allow for partial or full parkland dedication credit for these types of public spaces.

6.3 OTHER RECREATION AREAS AND FACILITIES

A variety of recreation areas and facilities in San Ramon are provided, through public and/or private investments, that are not part of the City parkland standards. For example, the East Bay Regional Park District (EBRPD) is the primary provider of regional park space and activities in Contra Costa and Alameda Counties. EBRPD is responsible for recreational development and maintenance of regional parks, preserves, and trails. In San Ramon, the Iron Horse Trail, Bishop Ranch Open Space, Little Hills Ranch Recreation Area, Sycamore Valley Regional Open Space, and Las Trampas Regional Wilderness are all EBRPD facilities.

The EBRPD is committed to coordinating jointly managed regional trails with local communities such as San Ramon. Other trails proposed in the San Ramon Planning Area will exist along the western edge, along Dougherty Road, in Tassajara Valley, the Northwest Specific Plan, and Bollinger Canyon subarea. Both the City and EBRPD are committed to providing trails, parks, and open space in San Ramon. The trail system is portrayed in the General Plan 2035 Land Use Map in the Land Use Element.

Other areas, such as The Bridges Golf Club at 9000 S. Gale Ridge Road and Homeowner's Association owned and maintained facilities, provide additional recreational facilities to the community but are not included in the City parkland standards.

Parks and Recreation

6.4 EXISTING AND UNDER CONSTRUCTION PARKLAND

Table 6-1 provides an inventory of the existing parkland and parkland under construction within the City, including Dougherty Valley. Based on the California Department of Finance population estimate of 77,270 for San Ramon on January 1, 2014 and the existing parkland listed in Table 6-1, the current ratio of park acreage per 1,000 residents is 4.72. Table 6-2 provides an inventory of undeveloped parkland within the City. Figure 6-1 illustrates existing parkland in San Ramon. A detailed inventory of park acreage is provided in Appendix 6-A.

Table 6-1: Existing Parkland and Parkland under Construction

<i>Park Type</i>	<i>Acres</i>	<i>Total</i>
<i>Community Parks</i>		
Existing (4)	100.44	
Under Construction (1)	8.21	
<i>Community Parks Subtotal</i>		<i>108.65</i>
<i>Neighborhood Parks¹</i>		
Existing (28)	113.98	
Under Construction (1)	2.32	
<i>Neighborhood Parks Subtotal</i>		<i>116.30</i>
<i>Specialized Recreation Areas</i>		
Existing (13)	74.45	
Under Construction (2)	9.65	
<i>Specialized Recreation Areas Subtotal</i>		<i>84.10</i>
<i>School Parks</i>		
Existing (17)	75.68	
Under Construction (1)	2.61	
<i>School Parks Subtotal</i>		<i>78.29</i>
<i>Public Spaces</i>		
Existing (None)	0.00	
Under Construction (None)	0.00	
<i>Public Spaces Subtotal</i>		<i>0.00</i>
<i>Total Existing</i>	<i>364.55</i>	
<i>Total Under Construction</i>	<i>22.79</i>	
<i>Total Existing and Under Construction</i>		<i>387.34</i>

Note:

¹ Includes pocket parks

Source: City of San Ramon Planning & Community Development Department and Parks & Community Services Department

San Ramon General Plan 2035

Table 6-2: Undeveloped Parkland

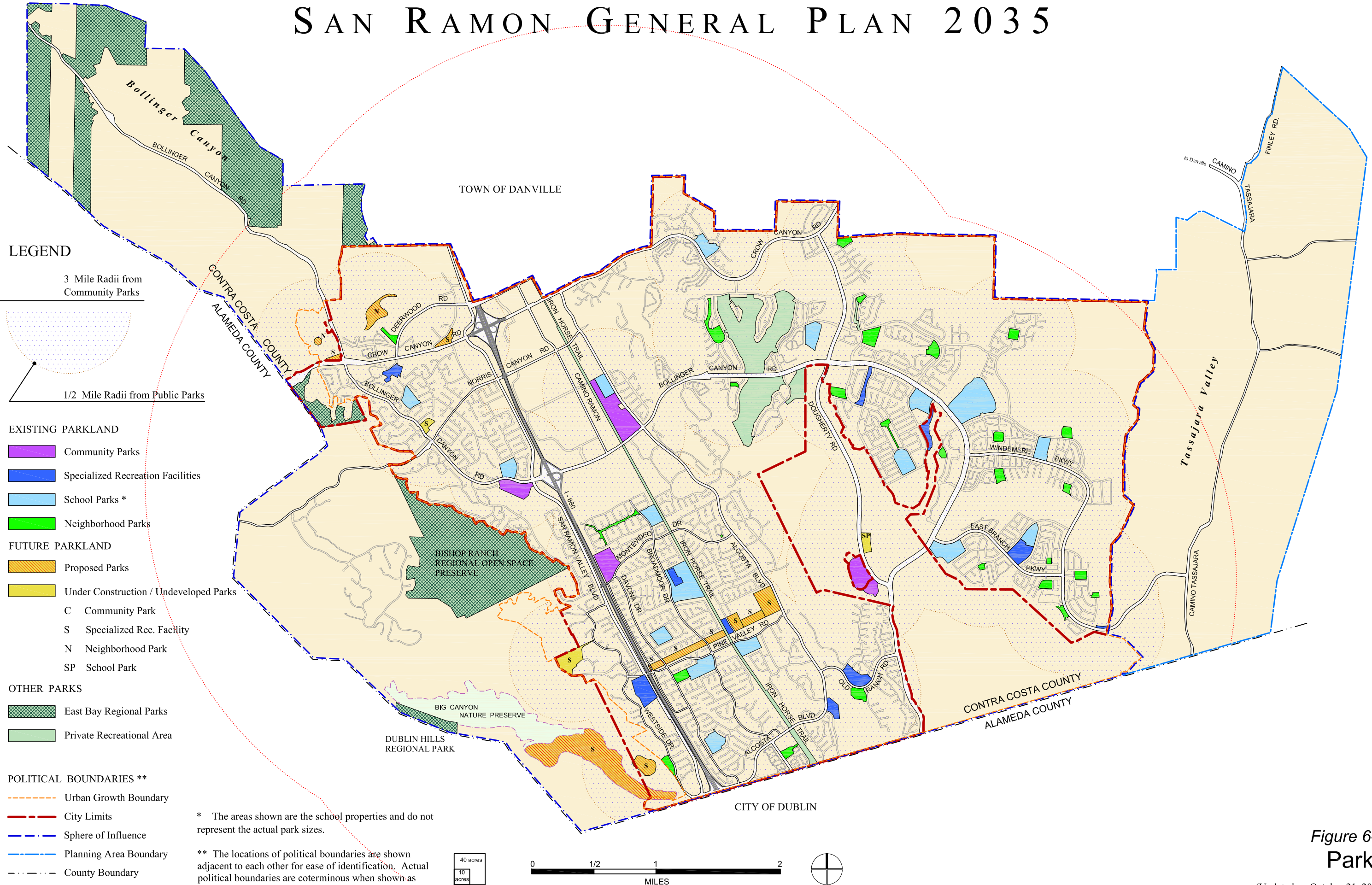
<i>Park Type</i>	<i>Acres</i>	<i>Total</i>
<i>Specialized Recreation Areas</i>		
Henry Ranch Park	14.00	
San Catanio (Wood Lot)	4.60	
<i>Specialized Recreation Areas Subtotal</i>		<i>18.60</i>
Total Undeveloped Parkland		18.60

Source: City of San Ramon Planning & Community Development Department and Parks & Community Services Department

6.5 20-YEAR PARKLAND NEEDS AND PROPOSED PARKS

A planned buildout population of 96,174 by 2035 will result in a future need of about 625.87 acres at 6.5 acres of parkland per 1,000 residents. Table 6-3 provides the total existing, undeveloped, and proposed parkland in San Ramon by 2035. The General Plan 2035 proposes, at buildout, a total of 630.12 acres, exceeding the future parkland need by 4.25 acres. At General Plan buildout, the parkland ratio will be 6.55 acres per 1,000 residents, an increase from the current ratio of 4.72 acres per 1,000 residents. A detailed inventory of park acreage is provided in Appendix 6-A.

SAN RAMON GENERAL PLAN 2035



LEGEND

3 Mile Radii from
Community Parks

1/2 Mile Radii from Public Parks

EXISTING PARKLAND

- Community Parks
- Specialized Recreation Facilities
- School Parks *
- Neighborhood Parks

FUTURE PARKLAND

- Proposed Parks
- Under Construction / Undeveloped Parks
- C Community Park
- S Specialized Rec. Facility
- N Neighborhood Park
- SP School Park

OTHER PARKS

- East Bay Regional Parks
- Private Recreational Area

POLITICAL BOUNDARIES **

- Urban Growth Boundary
- City Limits
- Sphere of Influence
- Planning Area Boundary
- County Boundary

* The areas shown are the school properties and do not represent the actual park sizes.

** The locations of political boundaries are shown adjacent to each other for ease of identification. Actual political boundaries are coterminous when shown as contiguous, parallel, or overlap.



Figure 6-1
Parks

(Updated on October 21, 2019)

Parks and Recreation

Table 6-3: Proposed Parks and Parkland Need in San Ramon by 2035

<i>Category</i>	<i>Acres</i>
Existing, Under Construction, and Undeveloped Parks	405.94
Proposed Parks	
Athey Lot	2.48
Big Canyon	123.50
Faria Preserve Development Park	13.60
Laborer's	13.00
North Camino Ramon Specific Plan Park Sites	6.00
NWSP (Panetta Property)	2.50
NWSP West	2.00
PG&E Corridor	61.10
<i>Total Existing, Under Construction, Undeveloped, and Proposed Parks</i>	<i>630.12</i>
Park Need, at General Plan 2035 buildout (based on a population of 96,174 and 6.5 acres/1,000 residents)	625.87
Parkland Ratio	
Existing Ratio (364.55 acres/77.270 residents)	4.72
Ratio Achieved at General Plan 2035 Buildout (630.12 acres/96,174 residents)	6.55
Parkland ratio above the 6.5 acres/1,000 residents at General Plan 2035 buildout	0.05

Source: City of San Ramon Planning & Community Development Department and Parks & Community Services Department and Land Use buildout, 2014.

GUIDING POLICY

6.5-G-1 Create and maintain a high-quality public park system for San Ramon.

IMPLEMENTING POLICIES

6.5-I-1 Maintain a standard of 6.5 acres of public parks per 1,000 residents at General Plan buildout.

Of the total 6.5 acres per 1,000 residents, at General Plan buildout, maintain a goal of 4.5 acres per 1,000 residents for neighborhood and school parks and 2.0 acres per 1,000 residents for community parks and specialized recreation areas. It is the City's intent to meet the public park standard with a variety of parkland including passive and active land use acreage by 2035, the buildout period of this

San Ramon General Plan 2035

General Plan. Private recreation facilities (such as golf courses and homeowners' association amenities including mini parks, tot-lots, and picnic areas) shall not be substituted for required parkland.

- 6.5-1-2 Provide varied community park and recreational opportunities accessible to all City residents.

It is the City's goal to ensure that parks in San Ramon are easily accessible to its citizens, including the physically disabled, and to provide recreational equipment that people of all ages and abilities can use.

- 6.5-1-3 Maintain a minimum size of 2 acres or more for neighborhood parks.

Smaller parcels are discouraged as city-maintained parks because they provide limited recreational opportunities and incur high maintenance costs.

- 6.5-1-4 Provide passive and active recreational amenities within the City's parks to meet the needs of citizens of all ages and interests.

While it is important to provide recreation facilities for athletics and team sports, it is equally important to develop natural settings for the enjoyment of passive activities, such as picnicking or walking.

- 6.5-1-5 Require residential developers to make dedications to the City's park system.

The City's Parkland Dedication Ordinance shall be applied to all residential development and shall be used to determine a developer's dedication of park acreage. In-lieu fees are required when suitable land is not available or desired for dedication. Such fees are intended to give the City flexibility to purchase parkland elsewhere in the City or to improve existing parks.

- 6.5-1-6 Encourage contributions to the City's park system by non-residential developers.

In addition to improving park facilities for its residents, it is the City's goal to provide active and passive parks for use by employees of San Ramon businesses. The park needs of this group can be partially met by encouraging contributions of parkland or funds from non-residential developers.

- 6.5-1-7 Complete all parkland dedication requirements for each development prior to occupancy.

- 6.5-1-8 Encourage the development of landscaped and dedicated public spaces, parkways, trail systems, and special community service facilities in new developments.

Development of a Trails Master Plan will identify current, future, and proposed citywide trails and trail connections between existing and new development.

Parks and Recreation

- 6.5-I-9 Confer with the San Ramon Valley Unified School District to promote continued joint development and use of school sites located within the City and its Sphere of Influence.

Joint development and use of school sites is especially important in developed areas where park standards have not yet been achieved. This approach will help meet community needs for neighborhood parks during periods of parkland acquisition and development.

- 6.5-I-10 Seek partnership opportunities with the private sector and with other public agencies to enhance park facilities and provide leisure time activities.

In 2013, the Parks & Community Services Department established a Partnership Program to provide the private sector with various levels of sponsorship opportunities for City events, facilities, and programs.

- 6.5-I-11 Identify and document sites of historic interest and develop opportunities to acquire or preserve sites of historic interest.

- 6.5-I-12 Explore preservation of open space, ridge lands, and scenic corridors in and around San Ramon.

Within San Ramon's sphere of influence there is a variety of open space amenities such as the Bishop Ranch Open Space, the Little Hills Recreation Area, Sycamore Valley Regional Open Space, and Las Trampas Regional Wilderness. Through the Open Space Advisory Committee, San Ramon continues to work with a variety of agencies, including but not limited to, the East Bay Regional Park District, Contra Costa County, other municipalities, the State of California and non-profit trustee agencies to facilitate coordination with the preservation of open space in and around San Ramon, See Policy 8.4-I-13 for further discussion on viewshed criteria.

- 6.5-I-13 Designate Big Canyon within the Westside subarea as a nature preserve and seek to add it to the City's park system as a specialized recreation area with limited access.

- 6.5-I-14 Continue to review biennially and update quadrennially the 10-year Parks and Community Services Master Plan.

The Parks and Community Services Commission implements the Master Plan, updates it biennially, and ensures that the development of parks and community facilities proceed as planned.

- 6.5-I-15 Maintain service levels and maintenance standards in parks and recreation facilities at optimal levels for public use, safety, and cost effectiveness.

- 6.5-I-16 Maintain a standard, at General Plan buildout, that public parks are to be within one-half mile of all homes.

San Ramon General Plan 2035

It is anticipated that with existing land ownership and development this standard will be met at General Plan buildout.

- 6.5-I-17 Maintain a standard, at General Plan buildout, that Community Parks are to be within three miles of all homes.

It is anticipated that with existing land ownership and development this standard will be met at General Plan buildout.

- 6.5-I-18 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.

Develop a Trails Master Plan to identify new trail connections for a citywide trail system. Work with the East Bay Regional Park District and private landowners to form a connected trail network that increases pedestrian and bicycle trail accessibility citywide that provides connectivity between parks, schools and open space lands. In 2007, the San Ramon Valley Iron Horse Trail Bicycle Pedestrian Corridor Concept Plan studied the feasibility of constructing bicycle/pedestrian overcrossing(s) along the Iron Horse Trail as an alternative to the at-grade crossings at Sycamore Valley, Crow Canyon Road, and Bollinger Canyon Road.

- 6.5-I-19 Where appropriate, require new development to provide Public Spaces to enhance the recreation or leisure interactive experience of residents or visitors for passive or active use.

Public Spaces might include, but is not limited to, areas such as an interactive water elements, public art, gardens, trails and paths, plazas, labyrinths, picnic areas, tot-parks, pocket parks, basketball, bocce, or tennis courts and includes a balance of hardscape and landscape areas. The City may allow for partial or full parkland dedication credit for these types of public spaces.

Appendix 6-A

Detailed Park Acreage Inventory

The following table provides a detailed inventory of park acreage within the City of San Ramon.

Park Type

GP2035 Notes

Community Parks**Existing**

Athan Downs	20.45	
Central Park	40.80	Includes Iron Horse MS Park (excludes City Hall 0.50 ac site)
Memorial Park	16.30	
Rancho San Ramon Phase 1	22.89	Phase I - 22.89 ac (includes Loop Road and Phase I)
Total Existing:	100.44	

Under Construction (as of 12/2013)

Rancho San Ramon Phase 2	8.21	Phase 2 - 8.21 ac
Total Under Construction:	8.21	

Community Parks Grand Total: 108.65

Neighborhood Parks**Existing**

Arlington Park	4.04	
Bellingham Square	4.06	
Boone Acres	5.47	
Centennial Park	5.51	
Compass Point Park	1.49	
Country Fair Park (Pocket Park)	0.18	
Coyote Crossing	11.73	
Creekside Park	5.97	
East Branch Park	5.07	
Fire Truck Park	1.15	
Hidden Crest Park	2.07	
Hidden Valley Park	4.54	
Hummingbird Playground (adjacent to Quail Run ES)	0.40	
Inverness Park	5.83	
Limerick Park	2.76	
Mill Creek Hollow	3.52	
Monarch Park	6.34	
Mosaic Park Phase I (formerly Gale Phase 3 Linear Park)	1.61	Existing Mosaic 1.61
Old Ranch Park	6.73	
Piccadilly Square Park	4.14	
Ramona Park	4.08	
Red Willow Park	4.94	
Richard Fahey Village Green	4.35	
Sherwood Park	1.49	
Six Pillars Park	2.74	
Souyen Park	2.40	
Valley View Park	10.01	
Windy Hills Park	1.36	
Total Existing:	113.98	

Under Construction (as of 12/2013)

Mosaic Park Phase II Pathway (formerly Gale Phase 3 Linear Park)	2.32	2.32 ac (Tract 8971)
Total Under Construction:	2.32	

Neighborhood Parks Sub-Total (Existing & Under Const.): 116.30

Undeveloped (as of 12/2013)

Henry Ranch	14.00	
Total To Be Developed:	14.00	

Neighborhood Parks Sub-Total (Undeveloped): 14.00

Proposed (as of 12/2013)

Faria Development	13.60	Revised Faria Project Plans (includes 12.9 ac for park and 0.7 ac for Rose Garden)
NWSP West	2.00	
Total Proposed:	15.60	

Neighborhood Parks Sub-Total (Proposed): 15.60

Neighborhood Parks Grand Total: 145.90

Specialized Recreation Areas**Existing**

Alcosta Senior & Community Center, Park & Gardens	7.83	Includes parking lot on adjacent City-owned parcel
Bark and Ride	6.68	
Crow Canyon Gardens (w/o MUDD's)	7.46	
Del Mar Dog Park	1.21	
Forest Homes Park	14.50	
Gale Phase 1 Park 2 (Gale 1 Overlook Park)	0.82	
Gale Phase 2 Park 6 (Basswood Trail Access)	0.09	
Gale Phase 2 Park 7 (Basswood Overlook)	0.10	
Gale Phase 2 Park 9 (Neighborhood 5 Park)	0.44	
San Ramon Sports Park	14.80	
SR Olympic Pool, Aquatic Park, etc.	6.00	Includes pool, portion of parking lot, and tennis courts
Summit View Trails	13.49	
Tassajara Ridge Staging Area	1.03	

Total Existing: 74.45**Under Construction (as of 12/2013)**

Gale Phase 4 - Neighborhood 6 Linear Park	1.21
Rose Glenn	8.44

Total Under Construction: 9.65**Specialized Recreation Areas Sub-Total (Existing & Under Const.): 84.10****Undeveloped (as of 12/2013)**

San Cantanio (Wood Lot)	4.60
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Total To Be Developed: 4.60**Specialized Recreation Areas Sub-Total (Undeveloped): 4.60****Proposed (as of 12/2013)**

Athey Lot	2.48	Includes APN: 208-290-005 (1.29 ac) and APN: 208-290-028 (1.19 ac)
Big Canyon	123.50	
Laborer's	13.00	
North Camino Ramon Specific Plan Parks	6.00	Includes Village Green (2 ac.), Iron Horse Trail Link (2 ac.), and Residential Park (2 ac.)
Panetta	2.50	
PG&E Corridor	61.10	Includes PG&E corridor and Devil Mtn. Nursery - Does not include the PG&E substation or Del Mar Dog Park

Total Proposed: 208.58**Specialized Recreation Areas Sub-Total (Proposed): 208.58****Specialized Recreation Areas Grand Total: 297.28**

School Parks (park acreage w/o school)

Existing

Elementary Schools

Bollinger Canyon School/Park	3.36	Includes Parks Dept. maintained area, Does not include blacktop, parking lot, or school
Country Club School/Park	7.11	Includes Parks Dept. maintained area, Does not include blacktop, parking lot, or school
Coyote Creek School/Park	5.25	Includes Parks Dept. maintained area, Does not include blacktop, parking lot, or school
Golden View School/park	4.96	Includes Parks Dept. maintained area, Does not include blacktop, parking lot, or school
Hidden Hills School/Park	2.96	Includes Parks Dept. maintained area, Does not include blacktop, parking lot, or school
Live Oak School/Park	1.50	Includes Parks Dept. maintained area, Does not include blacktop, parking lot, or school
Montevideo School/Park	3.68	Includes Parks Dept. maintained area, Does not include blacktop, parking lot, or school
Neil Armstrong School/park	4.17	Includes Parks Dept. maintained area, Does not include blacktop, parking lot, school, or playground
Quail Run School/Park	6.49	Includes Parks Dept. maintained area, Does not include blacktop, parking lot, or school
Twin Creeks School/park	3.66	Includes Parks Dept. maintained area, Does not include blacktop, parking lot, or school
Walt Disney School/Park	4.72	Includes Parks Dept. maintained area, Does not include blacktop, parking lot, or school

Middle Schools

Gale Ranch Middle School/Park	6.52	Includes Parks Dept. maintained area
Iron Horse Middle School/Park/Gym	0.00	Included in Central Park acreage (41.3 ac total)
Pine Valley Middle School/Park/Gym	9.35	Includes Parks Dept. maintained area, Teen Ctr., Gym, and South parking lot, Does not include blacktop or school
Windemere Ranch Middle School/Park	9.00	Includes most of Parks Dept. maintained area, Does not include blacktop, West parking lot, gym, or school

High Schools

California High School/Park (see SR Olympic Pool)		
Dougherty Valley High School/Aquatic Center	2.95	Includes tennis courts, parking adjacent to tennis courts, and aquatic center

Total Existing: 75.68

Under Construction (as of 12/2013)

Gale Phase 4 Park 3 (Neighborhood 3 School Park)	2.61	New Bella Vista Elementary School Park Site
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Total Under Construction: 2.61

School Parks Sub-Total (Existing & Under Const.): 78.29

School Parks Total: 78.29

GRAND TOTAL EXISTING PARKS:	364.55
GRAND TOTAL UNDER CONSTRUCTION PARKS:	22.79
GRAND TOTAL UNDEVELOPED PARKS:	18.60
GRAND TOTAL PROPOSED PARKS:	224.18

ND TOTAL EXISTING, UNDER CONST., UNDEVELOPED, & PROPOSED PARKS: 630.12

Parkland per 1,000 people (Existing):	4.72	Jan. 1, 2014 DOF estimate 77,270 population
Parkland per 1,000 people (at Build-Out):	6.55	Build-out population of 96,174 people

7

Public Facilities and Utilities

The Public Facilities and Utilities Element looks at aspects relating to specific functional needs of the community. Policies in this element are complemented by those in the Growth Management and Land Use elements, and work together in achieving the City's vision.

This Element identifies the capital improvements and facilities needed to serve San Ramon, including civic, educational, cultural, fire, and police facilities, as well as utilities and communication systems. This Element also sets forth standards desired by the community for its public schools, private institutions, public utilities, and solid waste management. It is the City's goal to guarantee a full range of high quality public and private facilities and services to provide each resident a safe, healthy, and attractive living environment.

7.1 COMMUNITY FACILITIES

San Ramon's commitment to providing the community with outstanding public places is reflected in the number and quality of facilities it has built:

- Four multi-purpose community centers (the San Ramon Community Center at Central Park, the Alcosta Senior & Community Center, Park & Gardens, the Dougherty Station Community Center, and the Amador Rancho Center);
- Two community gymnasiums at Pine Valley and Iron Horse Middle Schools (in partnership with the San Ramon Valley Unified School District);
- Two community aquatic centers at each high school (the San Ramon Olympic Pool and Aquatic Park at California High and the Dougherty Valley Aquatic Center at Dougherty Valley High);
- The Dougherty Valley Performing Arts Center (joint-use with Dougherty Valley High School); and
- Two library branches (San Ramon Library and the Dougherty Station Library).

In 2007, the City approved entitlement for the construction of the City Center Project at the intersection of Bollinger Canyon Road and Camino Ramon, adjacent to the Iron Horse Trail, Central Park, and Community Center. However, due to an economic downturn the project remained on hold pending a better economic climate.

In 2013, the City entered into a Memorandum of Understanding with Sunset Development, the City's private sector partner on the City Center Project, to design and construct a new City Hall. Under the terms of the MOU the location of the proposed City Hall will move from the approved location in the City Center Project to a new location at the southwest corner of Central Park.

In 2014, the City approved the plans for the design of the new City Hall and construction is expected to be underway in late 2014. Additionally, Sunset Development presented a revised vision and development concept for phase one of the City Center Plaza District. This first phase is comprised of the retail and theater portion of the previously approved Project; however based on the design changes, the City will process an amendment to the approved plans prior to the start of construction. Construction of phase one of the Project is anticipated to begin in 2015.

Figure 7-1 illustrates the public facilities in San Ramon. These facilities do more than provide public services; they are also symbols, which promote pride and collective self-esteem and foster a sense of place, mutual ownership, and community. While these public places serve a wide variety of social, cultural, and recreational needs, service demands have resulted in rapid growth of the programs and activities offered by the City.

FACILITY CLASSIFICATIONS

The following classifications of public places and facilities are used in San Ramon. Performance standards for community centers and libraries are included in the Growth Management Element.

- **Community Center.** A facility designed to meet the needs of the population for civic meetings, recreational activities, social gatherings, and cultural enrichment such as the San Ramon Community Center and the Alcosta Senior & Community Center, Park & Gardens.
- **Community Theater.** A cultural facility that provides space for concerts, plays, lectures and shows such as the Dougherty Valley Performing Arts Center (a 600 seat theater with adjoining rehearsal space) or the Front Row Theater (a 90 seat theater) at the Dougherty Station Community Center.
- **City Center.** A downtown Center consisting of a pedestrian friendly, mixed-use development. A few of the major community facility components include and a new city hall with council chamber, and a transit center.
- **Library.** A facility in which literary, artistic, and reference materials are kept for public use and circulation, and at where people gather for learning and cultural enrichment purposes.

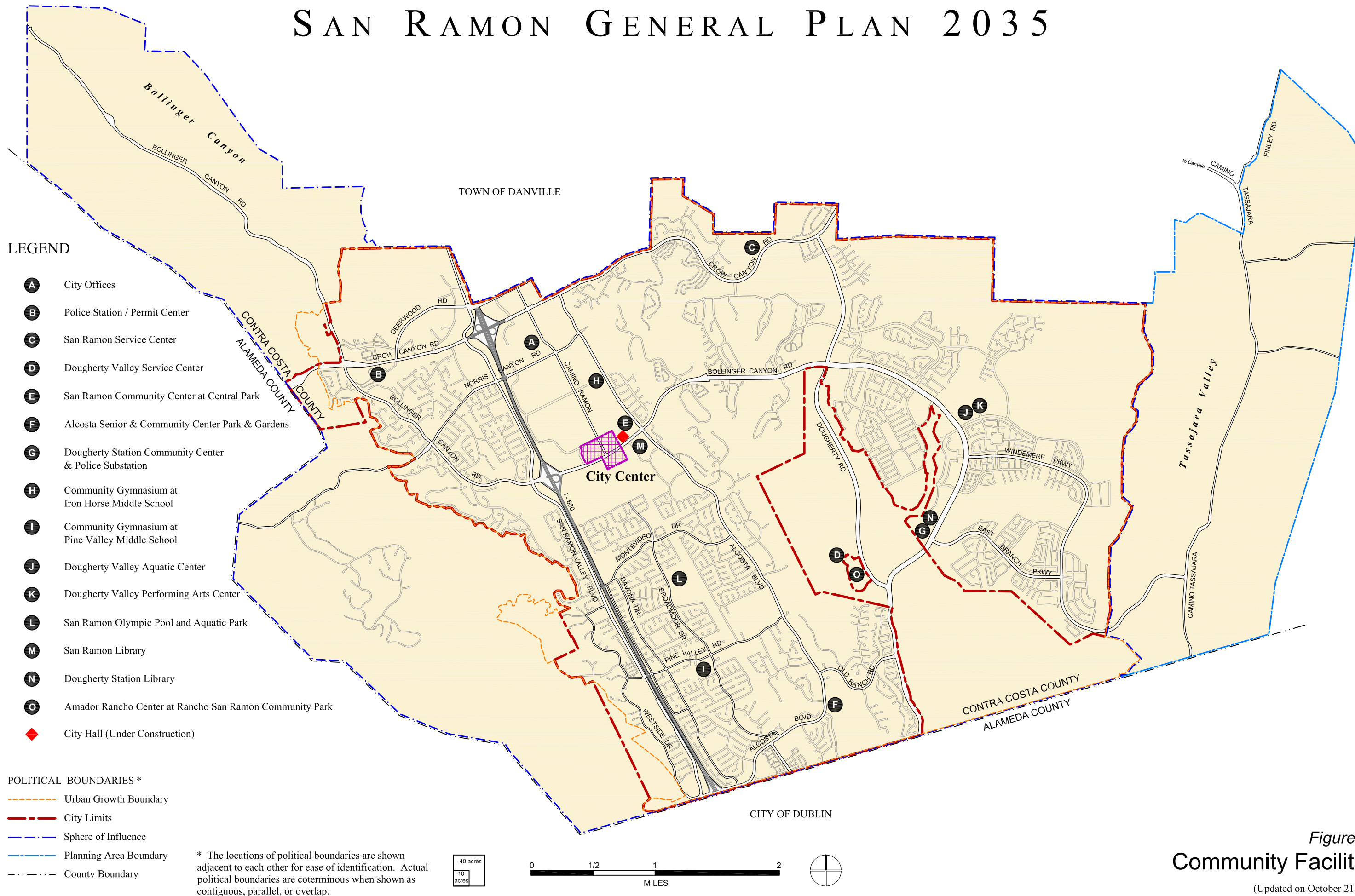
GUIDING POLICY

7.1-G-1 Provide public and cultural facilities that contribute to the City's positive image and enhance community identity.

IMPLEMENTING POLICIES

7.1-I-1 Confer with Contra Cost County Library to provide superior services including facility upgrades and enhancements in response to the results of the Library Usage Survey conducted in 2012.

SAN RAMON GENERAL PLAN 2035



LEGEND

- A** City Offices
- B** Police Station / Permit Center
- C** San Ramon Service Center
- D** Dougherty Valley Service Center
- E** San Ramon Community Center at Central Park
- F** Alcosta Senior & Community Center Park & Gardens
- G** Dougherty Station Community Center & Police Substation
- H** Community Gymnasium at Iron Horse Middle School
- I** Community Gymnasium at Pine Valley Middle School
- J** Dougherty Valley Aquatic Center
- K** Dougherty Valley Performing Arts Center
- L** San Ramon Olympic Pool and Aquatic Park
- M** San Ramon Library
- N** Dougherty Station Library
- O** Amador Rancho Center at Rancho San Ramon Community Park
- ◆** City Hall (Under Construction)

- POLITICAL BOUNDARIES *
- - - - Urban Growth Boundary
 - - - - City Limits
 - - - - Sphere of Influence
 - - - - Planning Area Boundary
 - - - - County Boundary

* The locations of political boundaries are shown adjacent to each other for ease of identification. Actual political boundaries are coterminous when shown as contiguous, parallel, or overlap.



Figure 7-1
Community Facilities

(Updated on October 21, 2019)

Public Facilities and Utilities

In 2012, the Library Advisory Committee conducted a survey to evaluate the usage and the needs of the San Ramon Library and found that new libraries are transforming from traditional institutions for book readers and information seekers to places for people to gather and socialize for learning and cultural enrichment purposes, and meet with people who share common interests. The survey suggested that the library patrons would like larger libraries that can accommodate more meeting rooms, and enhanced Internet access including power outlets and more seating opportunities. The Library Advisory Committee recommended that the San Ramon libraries should have a minimum ratio of 0.5 square feet of library space per capita, 1 meeting room per 10,000 residents, 5 seats per 1,000 residents, 2 outlets per 1,000 residents, and 63 annual service hours per 1,000 residents in order to meet the needs of a growing and vital community that values education with updated resources and space.

In addition to the possible future library expansion at the Diablo Valley College – San Ramon Campus facility in Dougherty Valley (see Policy 7.2-1-3) the City should continue to explore a variety of options to increase library space and services as growth in population occurs.

- 7.1-1-2 Ensure that the planned public facilities in Dougherty Valley are provided on a timely basis in accordance with the terms of the 1994 Settlement Agreement.
- 7.1-1-3 Maintain teen services on or adjacent to middle school sites.

7.2 EDUCATIONAL FACILITIES

School Districts are exempt from local regulations and cannot be required to adhere to City General Plan policies. However, collaboration between the City and the School District is essential in order to provide high quality educational facilities and promote a sense of community.

EXISTING ENROLLMENT AND CAPACITY

The San Ramon Valley Unified School District (SRVUSD) serves the entire San Ramon Planning Area, as well as Danville and unincorporated areas within Contra Costa County. Within San Ramon, the District operates eleven elementary schools (grades K-5), four middle schools (grades 6-8), two high schools (grades 9-12), and Venture, an independent study school (grades K-12). Table 7-1 shows that as of April 2014, approximately 17,793 of the District's 31,651 students attended schools in San Ramon. The District estimates total school capacity within San Ramon at 18,043 students. Figure 7-2 illustrates school sites in San Ramon.

San Ramon General Plan 2035

**Table 7-1: San Ramon Valley Unified School District Schools, Enrollment, and Capacity
in San Ramon (as of April 2014)**

<i>Level</i>	<i>Enrollment</i>	<i>Capacity</i>
<i>Elementary (K-5)</i>		
Bollinger Canyon Elementary School	576	545
Country Club Elementary School	521	545
Coyote Creek Elementary School	1,116	1,040
Golden View Elementary School	659	625
Hidden Hills Elementary School	1,074	988
Live Oak Elementary School	1,126	1,040
Montevideo Elementary School	675	600
Neil Armstrong Elementary School	636	600
Quail Run Elementary School	1,068	1,040
Twin Creeks Elementary School	536	540
Walt Disney Elementary School	564	540
<i>Middle (6-8)</i>		
Gale Ranch Middle School ¹	1,056	1,080
Iron Horse Middle School	1,046	960
Pine Valley Middle School	952	900
Windemere Ranch Middle School	1,236	1,110
<i>High School (9-12)</i>		
California High School	2,577	2,500
Dougherty Valley High School ¹	2,375	2,560
<i>Independent Studies</i>		
Venture	307	N/A
Total	17,793	18,043+

Notes:

“N/A” means data not available

¹ Capacity includes relocatable classrooms.

Source: San Ramon Valley Unified School District, 2014.

Public Facilities and Utilities

As part of its efforts to regulate the impacts of growth and provide excellent services for its citizens, San Ramon has developed a school performance standard to ensure that new schools will be in locations accessible to school age children, that adequate capacity is available to meet projected enrollment needs, and that future development will provide sufficient facilities for education as well as extra-curricular activities. Refer to the Growth Management Element for additional information on school standards.

PROJECTED SCHOOL ENROLLMENT

Based on the sites identified in Table 11-32, Housing Opportunity Sites of the 2014-2022 Housing Element, the San Ramon Valley Unified School District may experience growth within the City of San Ramon. This table shows an increase of approximately 423 single-family units and 4,757 multi-family units being developed outside Dougherty Valley. Based on the student generation rates listed in Table 7-2, buildout of the General Plan could potentially add an estimated 1,465 Kindergarten to 6th Grade students, 349 7th to 8th Grade students, and 621 high school students to San Ramon schools.

In fall 2016, the School District anticipates the opening of a new 830-student capacity elementary school in Gale Ranch Phase 4 named Bella Vista Elementary. Along with the additional elementary school, the School District can accommodate the potential increase in student enrollment through strategies such as construction of additional schools, expansion of the capacity of existing school sites, and/or through boundary changes to redistribute students to schools with excess capacity. Development of potential housing opportunities sites listed in Table 11-32 of the 2014-2022 Housing Element would require additional study and close collaboration with the School District and developers.

Table 7-2: San Ramon Valley Unified School District Student Generation Rates

<i>Grade Group</i>	<i>Single-Family Detached Unit</i>	<i>Single-Family Attached Unit</i>	<i>Multi-Family Unit</i>
K-6	0.540	0.540	0.260
7-8	0.150	0.080	0.060
9-12	0.230	0.160	0.110
Total:	0.920	0.780	0.430

Source: San Ramon Valley Unified School District, 2014.

GUIDING POLICY

7.2-G-1 Collaborate with the San Ramon Valley Unified School District in their efforts to ensure that all school age children have equal access to equitable facilities.

IMPLEMENTING POLICIES

7.2-I-1 Collaborate with the San Ramon Valley Unified School District in their efforts to ensure that all future school sites are developed as “school parks.”

- 7.2-I-2 Require that residential development pay fees to the School District to provide adequate, permanent classroom space.

The City works closely with the School District to ensure that all new school facilities are within close proximity to the neighborhoods they are intended to serve.

- 7.2-I-3 Encourage the efforts for the Phase II Expansion of the Diablo Valley College – San Ramon Campus facility (including the library extension) in Dougherty Valley.

The 2014 Voter-approved Contra Costa Community College District Measure E (Educational Facility Bond) allows for improvements in educational facilities, parking and libraries. Under the current Joint Use Memorandum of Understanding for the Dougherty Station Library, the County, the City and the College District are currently partners in operating the Dougherty Station Library and shared parking facilities. The City will work together with the College District and the County Library to ensure that any library expansion at DVC-San Ramon Campus by the College District is also operated as joint use by the college and the community. The parties should also continue to work together on improvements to parking at the Village Center where these facilities are housed.

- 7.2-I-4 Collaborate with the San Ramon Valley Unified School District to assure that all future schools are planned to be open and operational based on student generation rates.

7.3 INSTITUTIONS

Many services that benefit the San Ramon community are provided by private businesses or public agencies other than the City. The General Plan does not control the provision of such services. However, it does establish policies to facilitate the availability of services in the City.

GUIDING POLICY

- 7.3-G-1 Encourage development of private educational, cultural, childcare, and medical facilities in San Ramon.

IMPLEMENTING POLICIES

- 7.3-I-1 Encourage developers of residential and nonresidential projects to assist in funding public or private facilities and services.

Examples include child care centers, meeting space, interpretive centers or displays, community gardens, and other similar facilities and services.

- 7.3-I-2 Facilitate the provision of safe, affordable, and quality elder care and child care facilities and services for families who reside or work in San Ramon.

- 7.3-I-3 Actively work with public, private, and non-profit service providers to create and expand opportunities for elder care facilities, programs, and services in San Ramon.

SAN RAMON GENERAL PLAN 2035

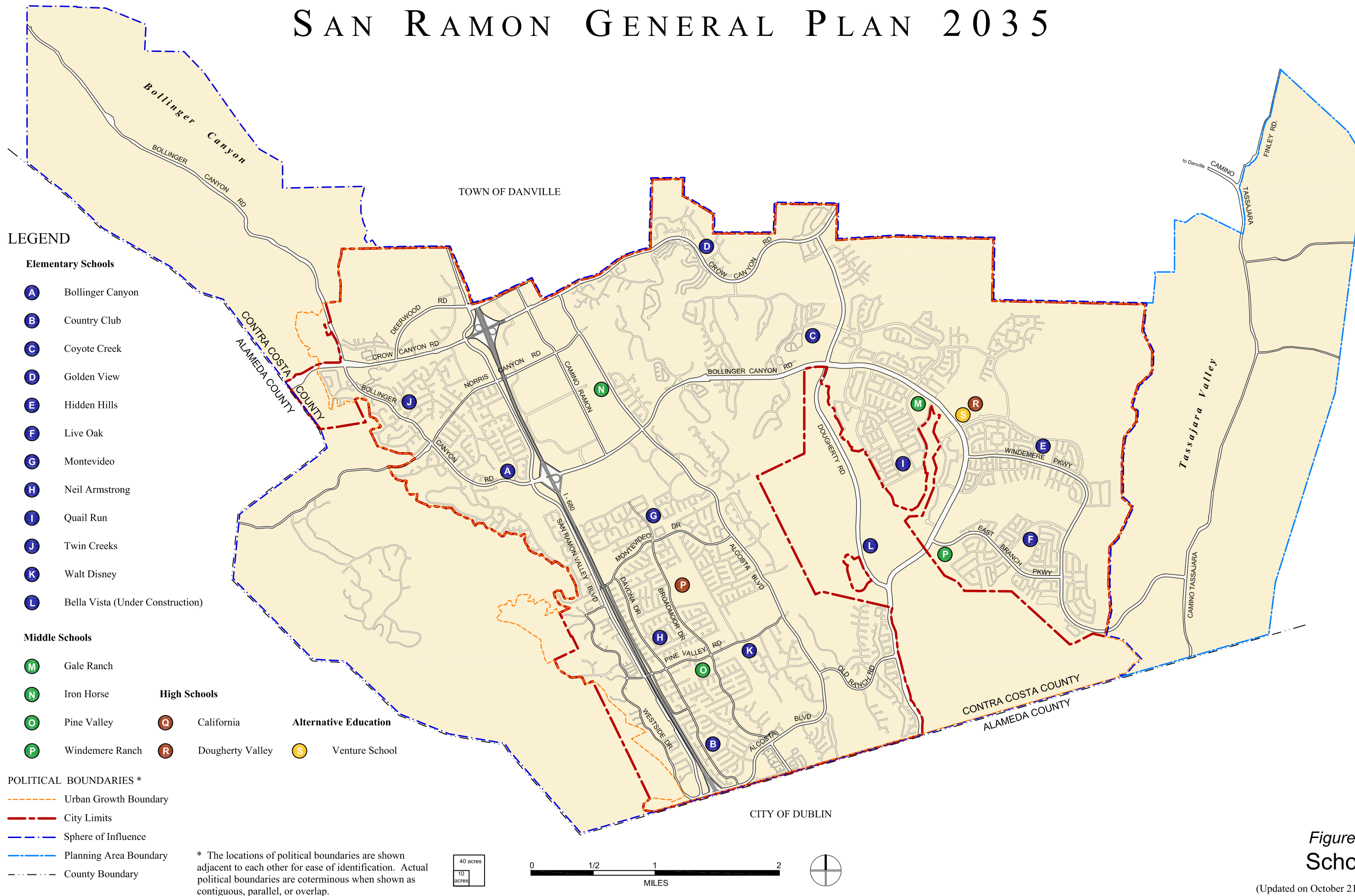


Figure 7-2
Schools

(Updated on October 21, 2019)

Public Facilities and Utilities

- 7.3-I-4 Encourage the development of a variety of housing and recreational opportunities for senior citizens close to City services and facilities, including transportation.

The Alcosta Senior & Community Center, Park & Gardens is a good example of a facility that provides a variety of activities, such as art and music classes, dancing, gardening, and field trips.

- 7.3-I-5 Encourage the location of appropriate child care facilities in residential areas and ensure that such operations are compatible with their surroundings.

Small family day care facilities are permitted in residential districts as provided for by California Health & Safety Code section 1597.45. Large family day care facilities are permitted in residential districts with approval through the use permit process. Day Care Centers in certain zoning districts are also permitted with approval through the use permit process.

- 7.3-I-6 Assess the adequacy of the School-Aged Child Care Ordinance through periodic review and update as necessary to ensure that fees are used appropriately.

School-Aged Child Care facilities play an important role for families in San Ramon. Continue to implement the Zoning Ordinance land use process for child care facilities.

- 7.3-I-7 Provide opportunities to locate meeting facilities (public or private), preschool facilities, and child care facilities in residential areas on arterial or collector streets.

- 7.3-I-8 Encourage and support public facilities and services that contribute to the maintenance and long-term success of a vibrant San Ramon Regional Medical Center.

The San Ramon Medical Center is one of the premier medical facilities in the Tri-Valley with 188 beds and an approved 6,400 square foot Emergency Room expansion. The City can help support the Center by working with transit providers to ensure good transit service with conveniently located transit stops and by facilitating partnerships with emergency service providers, such as the City of San Ramon Police Department and the San Ramon Valley Fire Protection District.

- 7.3-I-9 Encourage uses which support the medical facilities within proximity of the Regional Medical Center.

Examples of uses include, but are not limited to, medical offices, outpatient clinics, and administrative support facilities.

7.4 UTILITIES

Both Comcast and AT&T provide cable and telephone services while Pacific Gas and Electric provide natural gas and electrical services throughout San Ramon. New technologies, particularly in the communications field, continue to converge, forcing the merger of services offered by utility providers.

The Federal Telecommunications Act of 1996 recognized the emerging and converging telecommunications technologies, and set new national policies to encourage future development. This Act has significant implications for San Ramon in that it recognizes the value of rights-of-way as part of telecommunications infrastructure and grants local governments broad authority to regulate cellular towers and other infrastructure needed for wireless communications.

Given the City's employment base, combined with the development of Dougherty Valley and the future City Center and Faria Preserve projects, San Ramon must continue to facilitate the use of these new technologies. Many businesses now consider the communications capacity of places where they want to do business as part of their relocation criteria. Increasingly, firms look for communities that offer electronic amenities such as fiber optic and satellite linkages, which are necessary to support activities like telecommuting and teleconferencing programs.

Bishop Ranch Business Park, for example, is equipped with a fiber optic system called SONENT (synchronous optical network), which has contributed to the success of Bishop Ranch by enabling quick and efficient high-speed connections between people and firms. San Ramon welcomes the advanced communication networks and will continue to work with utility providers to offer a wide range of technology services for both residents and businesses within our community.

GUIDING POLICY

- 7.4-G-1 Ensure the provision of adequate communication and utility systems for existing and future residents and the business community.

IMPLEMENTING POLICIES

- 7.4-I-1 Coordinate with Pacific Gas and Electric Company (PG&E) in their efforts to monitor future utility expansion to ensure that facilities are designed and planned with minimal impact on existing and future residents.

One of the concerns of residents adjacent to PG&E corridors are the issues surrounding electric magnetic fields (EMFs) which will likely be debated for many years to come. Based on the scientific uncertainty that exists in this field, the City will monitor developments in this area and will continue to follow the principles of "prudent avoidance."

- 7.4-I-2 Work with PG&E to improve transmission line corridors with attractive, community-serving uses and to upgrade the appearance of the transmission line corridors in conjunction with an expansion or co-use of the corridor.

Ornamental planting and recreational uses, including trails and playing fields, should be encouraged.

- 7.4-I-3 Require new development to underground all utility lines needed to serve the future buildings and their occupants, and continue to coordinate with PG&E to underground utilities in existing residential neighborhoods, making the Southern San Ramon area a priority.

Public Facilities and Utilities

The Zoning and Subdivision Ordinances require underground utilities in all new development. Requiring utility lines to be underground will help improve the visual environment and create an attractive community.

- 7.4-I-4 Continue to explore opportunities to underground existing overhead utility lines throughout the City with available funding.

The City will continue to explore alternate sources of funding in addition to PG&E monies available under Rule 20(a), to underground overhead lines.

- 7.4-I-5 Continue to monitor cable video and encourage competition to ensure the highest quality service consistent with Federal Communications Commission guidelines.

- 7.4-I-6 Encourage utility providers to foster better access, use, and distribution of multi-media products, including fiber optics, wireless technologies, and satellite communications.

- 7.4-I-7 Encourage all new development to provide the technology to support multiple telecommunications facilities and providers.

- 7.4-I-8 Continue to review and update, as necessary, the regulations for wireless telecommunication facilities to ensure minimal impacts to the community.

Potential impacts from wireless telecommunication facilities, such as land use compatibility, health and safety concerns, and equipment aesthetics, shall continue to be reviewed under the Wireless Telecommunications Facilities Chapter within the Zoning Ordinance.

- 7.4-I-9 Develop procedures and regulations to ensure minimal impacts to the community from the installation of utilities on City streets.

The City shall develop policies and procedures to reduce the impacts of utility installation on City streets and will continue to monitor utility work within the public right-of-way through the issuance of encroachment permits.

- 7.4-I-10 Encourage co-location of telecommunication facilities to minimize potential visual impacts to the community.

- 7.4-I-11 Coordinate sub-surface utility work with road improvements and maintenance whenever possible.

The intent of this policy is to maximize the effectiveness of roadway resurfacing and improvement efforts by completing sub-surface utility work prior to repaving. In addition, this policy seeks to minimize disruptions associated with uncoordinated work.

7.5 SOLID WASTE

The City of San Ramon currently contracts with Valley Waste Management (VWM) for the collection and hauling of franchised solid waste, residential recycling, and green waste. San Ramon also contracts with Republic Services of Northern California to send its solid waste to the company’s Vasco Road Sanitary Landfill in Alameda County.

Since 2007, Senate Bill (SB) 1016 requires cities to report to the California Integrated Waste Management Board (CIWMB) the amount of garbage disposed in the landfill per person per day. Beginning in 2007, the CIWMB calculated San Ramon’s per capita disposal target rate at 5.7 pounds of garbage per person per day. The objective is to be below this target rate, which is equivalent to 50 percent diversion.

Table 7-3 shows the amount of solid waste diverted between 2008 and 2012.

Table 7-3: Solid Waste Diversion

<i>Year</i>	<i>Total Disposal/Population (Lbs. per day)</i>	<i>Total Disposal/Employment (Lbs. per day)</i>	<i>Total Landfill Waste (Tons)</i>
2008	3.6	6.3	40,413
2009	3.3	6.3	38,097
2010	2.8	6.2	36,325
2011	2.7	5.6	36,032
2012 ¹	2.4	4.8	32,364
50% Diversion Rate Target	5.7 pounds per resident per day to meet State standards	8.2 pounds per employee per day to meet State standards	

Note:

¹ 2012 Waste diversion rate subject to final approval

Source: Jurisdiction Diversion/Disposal Rate Summary (www.calrecycle.ca.gov)

Although cities within Contra Costa County currently have full disposal capacity at nearby landfills, it is important that all jurisdictions develop programs to divert waste from the landfill stream. Readily available land to construct new landfills in the future is no longer guaranteed.

While both San Ramon and Contra Costa County feature progressive waste management plans, the need to divert significant parts of the City’s waste stream through recycling and reuse remains. Since 2010, San Ramon has implemented an innovative Food Scrap Recycling Program to allow residents to recycle food items and soiled paper products into compost instead of the landfill. The maintenance and strengthening of such programs remains a key issue given the City’s proposed growth. By encouraging solid waste diversion, the City can reduce future landfill demand. Additionally, as the waste created by construction and demolition activities in the planning area may adversely affect the City’s recycling efforts, recycling plans for builders could aid in San Ramon’s recycling efforts.

Public Facilities and Utilities

GUIDING POLICY

- 7.5-G-1 Manage solid waste so that State goals are exceeded and the best possible service is provided to the citizens and businesses of San Ramon.

IMPLEMENTING POLICIES

- 7.5-I-1 Provide the best possible service for the collection of garbage, recyclables, and green waste at the lowest possible cost.
- 7.5-I-2 Provide and promote opportunities to reduce waste in all sectors of San Ramon, including residential, commercial, non-profit, government, and educational sectors.
- 7.5-I-3 Develop consumer friendly, convenient, affordable options for community-serving recycling services.
- 7.5-I-4 Through the development review process, encourage the provision of convenient recyclable material storage locations.

New development should be encouraged to install recycling receptacles on their premises. To encourage further recycling habits, in 2011 San Ramon provided all multi-family complexes with recycling receptacles.

- 7.5-I-5 Comply with State requirements for proper handling and storage of solid waste, recyclables, and hazardous materials, diversion of solid waste from landfills, and provision of programs to make these activities feasible.
- 7.5-I-6 Ensure that solid waste programs effectively address community needs and issues.
- 7.5-I-7 Provide options for the safe disposal of hazardous waste and materials.

Since 2011, San Ramon has provided a free curbside pick-up program for household hazardous waste.

- 7.5-I-8 Encourage solid waste diversion (e.g. waste prevention, reuse, recycling, and composting).
- 7.5-I-9 Require new development projects to comply with the Municipal Code's construction and demolition debris diversion requirements.
- 7.5-I-10 Provide convenient recycling opportunities at large public events and venues.
- 7.5-I-11 Promote public and private efforts to recycle electronic waste.

The City provides referral information for electronic waste recyclers. Additionally, a curbside electronic waste service is provided three times a year.

7.6 FIRE PROTECTION SERVICES

San Ramon is served by the San Ramon Valley Fire Protection District (SRVFPD). The District is formed as an autonomous Special District and is governed by a five member elected Board. In addition to the City of San Ramon, the District provides services to several unincorporated areas within Contra Costa County and the Town of Danville.

The District provides all-risk fire, rescue, and emergency medical services. It operates a 9-1-1 Communications Center and provides five distinct volunteer programs. The District staffs five fire stations and one administration building within the San Ramon Planning Area.

In addition to the performance standards for Fire Services in the Growth Management Element, the following policies guide the city's collaboration with the San Ramon Valley Fire Protection District.

GUIDING POLICY

7.6-G-1 Collaborate with the San Ramon Valley Fire Protection District to deliver a high level of public protection services that protect life, property, and the environment.

IMPLEMENTING POLICIES

7-6-I-1 Continue to coordinate with the San Ramon Valley Fire Protection District to provide adequate fire protection facilities and services to meet the needs of the community.

7-6-I-2 Seek input from the San Ramon Valley Fire Protection District to ensure that fire protection measures are identified during the development review process.

7.7 POLICE SERVICES

At the time of incorporation in 1983, San Ramon contracted for Police services with the Contra Costa County Sheriff's Department. In June 2006, the City Council created an in-house Police Services Department. The newly created Department became operational on July 1, 2007 and as of May 2014 has 62 sworn police officers. In 2011, the Police Services Department was relocated to 2401 Crow Canyon Road. Dispatch services continue to be provided through the Contra Costa County Sheriff's Department.

In addition to the performance standards established in the Growth Management Element, the following policies establish a high level of public safety for all people who live and/or work in San Ramon.

GUIDING POLICY

7.7-G-1 Maintain a high level of public safety for all people who live or work in San Ramon.

IMPLEMENTING POLICIES

7.7-I-1 Ensure crime-reduction and public safety features are incorporated into the design of new development projects through the Crime Prevention Through Environmental Design program (CPTED).

CPTED principles emphasize highly visible public spaces that deter criminal activity.

Public Facilities and Utilities

- 7.7-1-2 Monitor new development projects in the unincorporated parts of the San Ramon Planning Area that would require law enforcement services from the City.
- 7.7-1-3 Require new development, if appropriate, to provide a funding mechanism to support and maintain San Ramon's high level of police services.

8

Open Space and Conservation

San Ramon's beautiful settings—the surrounding hills, ridges, creeks, and canyons are highly cherished by residents. These open space resources are important, not only for aesthetic value, but also for environmental quality, character, habitat protection, recreation, water resources, and agriculture. These many functions of open space underscore the importance of careful land use planning.

In 1999, Measure G mandated the preparation of a new General Plan based on the principles of smart growth. A key component of this mandate was the preparation of a plan for the acquisition of ridgeline areas and agricultural lands contiguous to the City of San Ramon. These lands are to be preserved for open space purposes in perpetuity. In response to this mandate, this element of the General Plan includes an open space action plan that creates a structure for implementation by establishing and strengthening partnerships and coordination with relevant groups and agencies, securing funding sources, and establishing preservation priorities.

This element also encourages rural conservation through compatible development that preserves natural features, sensitive habitats, and agricultural resources. Water quality is also a key component of conservation and the quality of life in San Ramon. As such, this element includes policies to preserve and enhance water quality in the San Ramon Planning Area by working closely with responsible regional agencies and by incorporating these considerations into land use planning decisions. Finally, the preservation of archaeological, paleontological, and historic resources is also an important goal of this General Plan, and relevant policies are included in this element.

8.1 BIOLOGICAL RESOURCES IN SAN RAMON

Preparation of a habitat protection plan may be required by General Plan Land Use Element Implementing Policy 4.6-1-7 as part of the development review process where rural development could affect potentially sensitive habitat areas, sensitive habitat species, etc. Sensitive habitat resources are outlined below and illustrated in Figure 8-1a and Figure 8-1b.

VEGETATION

Natural vegetation throughout the San Ramon Planning Area is typical of that occurring in the coast ranges and interior valleys of central California. Non-native grassland is the dominant vegetation type throughout the area with perennial species occurring infrequently on ridgetops and east-facing slopes. Scattered oak savannahs, comprised of mostly deciduous oak species, occur in grasslands at middle elevations while live oak woodland is best suited to the moister north- and east-facing hillsides. Denser oak woodland occurs along drainages and riparian habitat, often in combination with arroyo willow riparian forest. Chaparral or scrub

vegetation occurs on dry south and west facing slopes and along margins or openings in oak woodland at higher elevations. Freshwater emergent vegetation is associated with perennial standing water and seeps, which are scattered throughout the area.

SPECIAL-STATUS SPECIES

Special-status species are those animal and plant species that, in the judgment of the resource agencies, trustee agencies, and certain non-governmental organizations, warrant special consideration in the California Environmental Quality Act (CEQA) process. This includes the following species:

- Officially designated “threatened,” “endangered,” or “candidate” species federally listed by the United States Fish and Wildlife Service (USFWS) and protected under the Federal Endangered Species Act.
- Officially designated “rare,” “threatened,” “endangered,” or “candidate” species state listed by the California Department of Fish and Wildlife (CDFW) and protected under the California Endangered Species Act. CDFW also maintains a list of “Fully Protected” species as well as “California Special Concern” species that are also generally included as special-status species under CEQA.
- Species considered rare, threatened, or endangered under the conditions of Section 15380 of the CEQA Guidelines, such as plant species identified on lists 1A, 1B, and 2 in the California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants of California.
- Bat species listed as Medium or High Priority by the Western Bat Working Group.
- Other species considered sensitive, such as nesting birds listed in the Migratory Bird Treaty Act (MBTA), which includes most native birds, and plants included in lists 3 and 4 in the CNPS Inventory.

Plant Species

Four special-status plant species have been recorded as occurring within the San Ramon Planning Area boundaries. Recorded occurrences are shown on Figure 8-1a. The species include:

- Congdon’s tar plant
- Diablo helianthella
- Mt. Diablo buckwheat
- San Joaquin spearscale

SAN RAMON GENERAL PLAN 2035

LEGEND

SPECIAL STATUS PLANT SPECIES

Source: Data is compiled from the CA Natural Diversity Database and is not a complete inventory of the special-status species in the Planning Area.

-  Congdon's tar plant
-  Mt. Diablo buckwheat
-  Diablo helianthella
-  San Joaquin spearscale




LEGEND

SENSITIVE HABITAT AREAS

-  Riparian Forest
-  Non-Native Grassland
-  Northern Coyote Brush/
Diablan Sage Scrub
-  Oak Savannah
-  Oak Woodland

Source: Data is compiled from the CA Natural Diversity Database and is not a complete inventory of the special-status species in the Planning Area.

DEVELOPED & PLANNED AREAS

-  Rural Developments
-  Built and Planned Urban Land
-  Creek

POLITICAL BOUNDARIES *

-  Urban Growth Boundary
-  City Limits
-  Sphere of Influence
-  Planning Area Boundary
-  County Boundary

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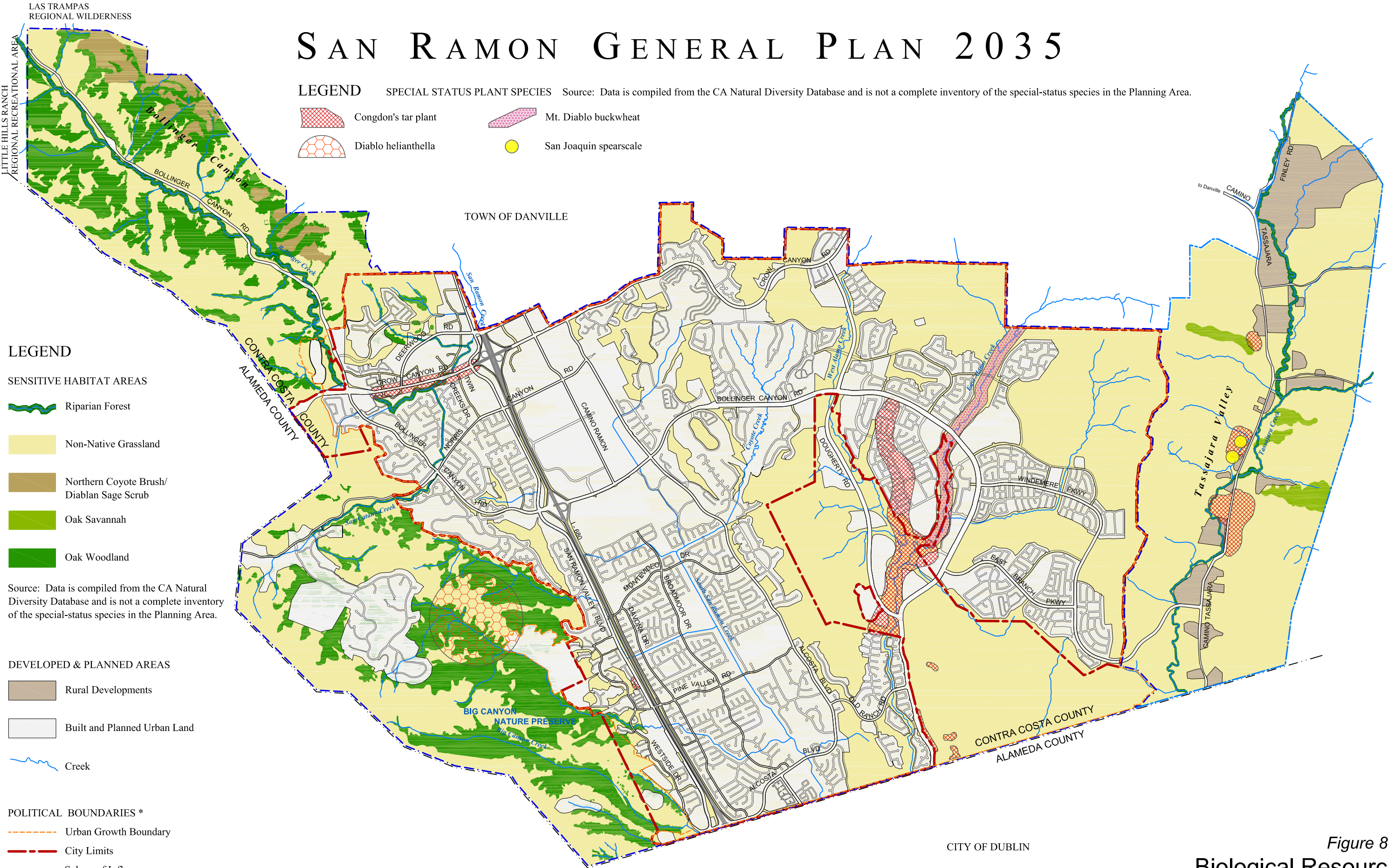





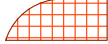











Figure 8-1a
Biological Resources
Special Status Plant Species

(Updated on October 21, 2019)

SAN RAMON GENERAL PLAN 2035

LEGEND SPECIAL STATUS WILDLIFE SPECIES Source: Data is compiled from the CA Natural Diversity Database and is not a complete inventory of the special-status species in the Planning Area.

- | | | | | | | | | | |
|---|--------------------|---|------------------------|---|-------------------------|---|---------------------|---|----------------------|
|  | Alameda whip snake |  | Calif. horned lark |  | Calif. tiger salamander |  | Northern harrier |  | Tricolored blackbird |
|  | American badger |  | Calif. linderella |  | Ferruginous hawk |  | Prairie falcon |  | Western pond turtle |
|  | Burrowing owl |  | Calif. red-regged frog |  | Golden eagle |  | San Joaquin kit fox |  | White-tailed kite |

LAS TRAMPAS REGIONAL WILDERNESS

LITTLE HILLS RANCH REGIONAL RECREATIONAL AREA

TOWN OF DANVILLE




LEGEND

SENSITIVE HABITAT AREAS

-  Riparian Forest
-  Non-Native Grassland
-  Northern Coyote Brush/ Diablan Sage Scrub
-  Oak Savannah
-  Oak Woodland

Source: Data is compiled from the CA Natural Diversity Database and is not a complete inventory of the special-status species in the Planning Area.

DEVELOPED & PLANNED AREAS

-  Rural Developments
-  Built and Planned Urban Land
-  Creek

POLITICAL BOUNDARIES *

-  Urban Growth Boundary
-  City Limits
-  Sphere of Influence
-  Planning Area Boundary
-  County Boundary

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CITY OF DUBLIN

Figure 8-1b
Biological Resources
Special Status Wildlife Species

(Updated on October 21, 2019)

Open Space and Conservation

Wildlife Species

Fifteen special-status wildlife species have been recorded as occurring within the San Ramon Planning Area boundaries. Recorded occurrences are shown on Figure 8-1b. The species include:

- Alameda whip snake
- American badger
- California horned lark
- California linderiella
- California red-legged frog
- California tiger salamander
- San Joaquin kit fox
- Burrowing owl
- Ferruginous hawk
- Golden eagle
- Northern harrier
- Prairie falcon
- Tricolored blackbird
- Western pond turtle
- White-tailed kite

DEVELOPMENT AFFECTING BIOLOGICAL RESOURCES

Under General Plan policies, any rural residential development proposed in Bollinger Canyon and the Westside subareas, both of which are primarily designated Rural Conservation and Hillside Residential by the General Plan, would have to ensure minimal disruption or loss of habitat that could support special-status animal species. Clustering of residential development to preserve such habitat would be required within the Hillside Residential designation and encouraged within the Rural Conservation designation, as proposed in the policies of the Land Use Element. A habitat protection plan may be required for development that could potentially affect sensitive habitat, sensitive habitat species, etc. and along with required CEQA mitigation measures will ensure that any biological resources are protected.

GUIDING POLICY

8.1-G-1 Protect and maintain the quality of biological resources in the San Ramon Planning Area, while also balancing the needs of growth and development.

IMPLEMENTING POLICIES

8.1-I-1 Continue to require new land use and development activities to comply with applicable laws and regulations concerning special status species.

Applicable laws and regulations include the Federal Endangered Species Act, the Migratory Bird Treaty Act, the California Endangered Species Act, and California Fish and Game Code.

8.1-I-2 When special status species and/or critical habitat may be adversely affected by land use or development activities, require appropriate and feasible mitigation measures in accordance with regulatory agency guidance.

- 8.1-I-3 Monitor and, as appropriate, engage regulatory agencies on any proposals to designate critical habitat and/or other special-status species protection designations within the Planning Area.

USFWS has proposed several extensive critical habitat designations in the San Francisco Bay Area in recent years. New land use and development activities within critical habitat designations are often subject to lengthy consultation and permitting requirements. Given the economic implications of critical habitat designations, the intent of this policy is to ensure that San Ramon is informed about any such proposals and has the ability to be engaged in the decision making process.

- 8.1-I-4 Ensure that the rights of private property owners are considered during the biological review process and encourage mutually acceptable solutions to special status species and/or critical habitat protection.

Most of the lands where special status plant and wildlife species may occur are in private ownership in the Planning Area. This policy is intended to acknowledge that special-status species protection measures may have implications on private property rights and, therefore, mutually acceptable solutions should be sought whenever possible.

8.2 OPEN SPACE INVENTORY

Growth in San Ramon has included the preservation of steep hillsides and ridges in the area. West of the City, undeveloped land, including peaks rising 1,400 feet above the valley floor, form an impressive backdrop for San Ramon. Several specific plans throughout the City (Westside, Dougherty Valley, and Northwest) reflect the importance of open space protection in the City by setting aside a significant amount of their respective plan areas as open space. There is more than 3,500 acres of land designated as open space within the City limits, including portions of Dougherty Valley, set aside as a condition of development approval. Many of these designated open space lands consists of the undeveloped ridges and hills that ring the Valley.

CLASSIFICATION OF OPEN SPACE

State planning law provides a structure for the preservation of open space by identifying the following open space categories:

- Open space for public health and safety including, but not limited to, areas that require special management or regulation due to hazardous or special conditions. This type of open space might include earthquake fault zones, unstable soil areas, floodplains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs, and areas required for the protection and enhancement of air quality. In addition to Figure 8-1a and Figure 8-1b, the Safety Element includes open space classified as Geotechnical Hazards (Figure 9-1), Flood Zone Hazards (Figure 9-2), and Wildfire Hazards (Figure 9-3).
- Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including: habitat for fish

Open Space and Conservation

and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; coastal beaches, lakeshores, banks of rivers and streams; and watershed lands.

- Open space used for the managed production of resources including, but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of ground water basins; bays, estuaries, marshes, rivers and streams that are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.
- Open space for outdoor recreation including, but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas that serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

Figure 8-2 illustrates a composite of these open space uses as defined in state law. Open space lands within the City include a variety of site-specific characteristics and are programmed for a range of land use activities from rural residential, passive recreational activities, agricultural production to private and public open space such as conservation areas and Geologic Hazard Abatement Districts (GHADs). Many of these open space properties are designated for conservation purposes, with little or no land use activities allowed, others have been used for purposes such as rural residential, cattle grazing or recreation (e.g. Little Hills Ranch).

The combination of open space lands associated with the different lands use designations all help shape and limit the land form and meet open space objectives, such as creating and preserving greenbelts and open space corridors that implement community design goals and objectives. Regardless of the site-specific activities and characteristics, these opens space resources, especially on the urban perimeter, serve to supplement the established Urban Growth Boundary (UGB) concepts by creating buffers and transition areas between urban and rural areas.

8.3 RESOURCE MANAGEMENT

Conservation and protection of natural open space and scenic resources has always been and continues to be a vital goal to the quality of life and community character provided in the City of San Ramon. Open space areas shown on Figure 8-2 are lands that have been designated as open space resources for future conservation and preservation within the Planning Area. These land uses include, but are not limited to, rural residential, resource conservation areas and Geologic Hazard Abatement Districts.

RESOURCE CONSERVATION OVERLAY DISTRICT

In 1988, the City adopted the Resource Conservation Overlay District (RCOD). The RCOD was one of the City's first set of comprehensive open space regulations implemented through the Zoning Ordinance. In 1990, the San Ramon electorate circulated and qualified an

initiative petition, which the City Council adopted as Ordinance 197, that required land within the City limits, or land annexed to the City, above the 500-foot elevation limit to be subject to the Resource Conservation Overlay District (RCOD). The principles of Ordinance 197 were, during subsequent years, strengthened, implemented, and integrated into the Zoning Ordinance. As a result of the expiration of Ordinance 197 on December 31, 2010, General Plan 2030 continues the City's history of open space conservation and protection by restricting development adjacent to ridgelines, on steep slopes, and along creek corridors.

Figure 8-3 shows lands subject to the hillside, creek, and ridgeline regulations of the Resource Management Division of the Zoning Ordinance and identifies the approximate locations of ridgelines and creeks.

GEOLOGIC HAZARD ABATEMENT DISTRICTS

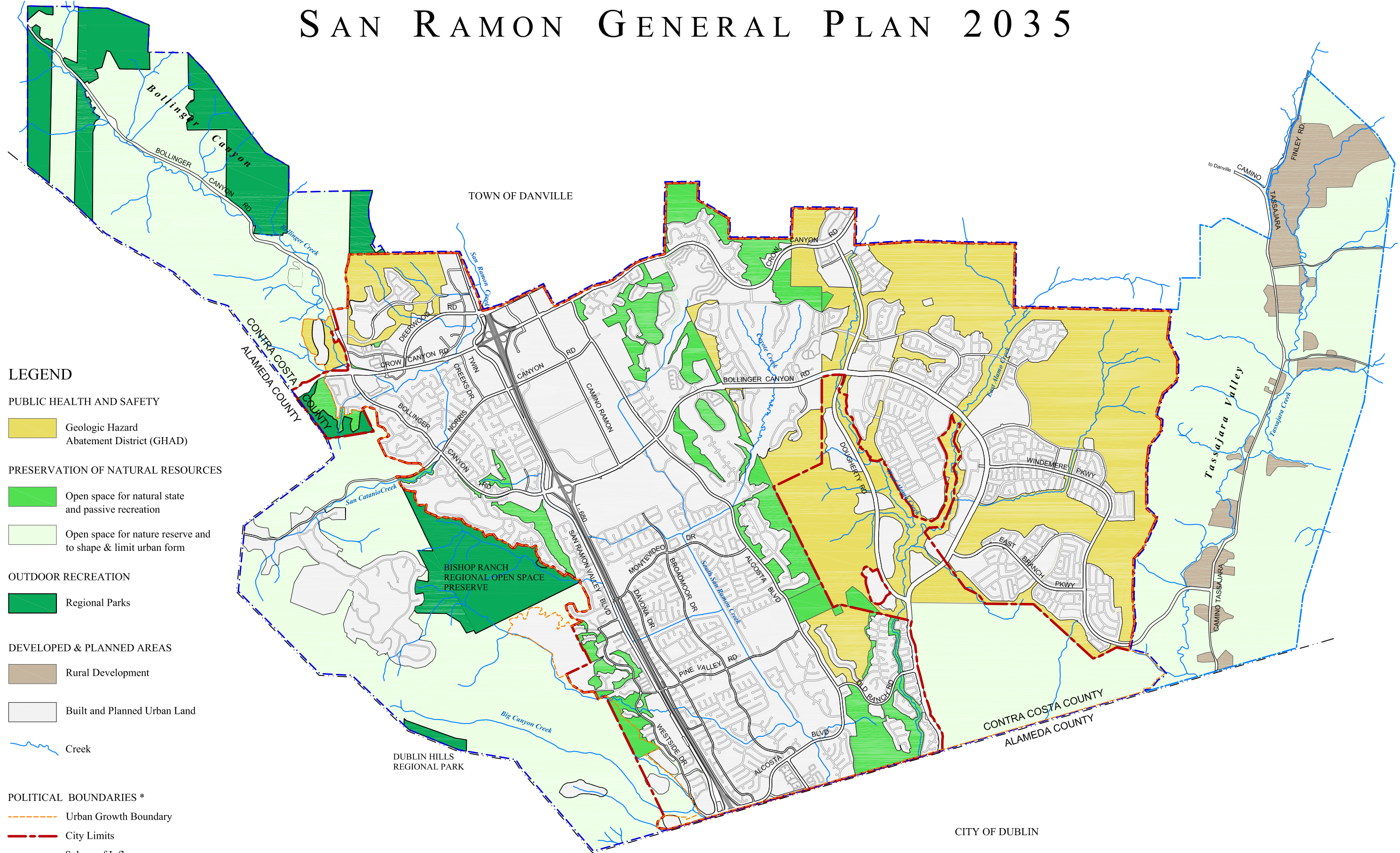
The use of Geologic Hazard Abatement Districts (GHADs) is another tool to secure and protect open space lands. GHADs are independent governmental bodies that provide for activity that is necessary or incidental to the prevention, mitigation, abatement or control of a geologic hazard. These activities may include, but are not limited to, acquisition of property, and construction, repair and maintenance of improvements. The first GHAD that was created in San Ramon was the Canyon Lakes GHAD, which was formed in 1985. Geologic Hazard Abatement District 1990-01 was formed in 1990 to cover the Westbranch area of San Ramon and was subsequently expanded with the annexations of Dougherty Valley, Old Ranch Summit and the Windemere, BLC Property, which includes the Windemere Parkway extension. The Wiedemann Ranch GHAD was formed in 1998 to provide services to the Wiedemann Ranch development in Contra Costa County and it subsequently annexed Subdivision 8118 (Henry Ranch) within the City of San Ramon in 2000. The City Council of San Ramon also serves as the Board of Directors for GHAD 1990-01, and the County Board of Supervisors serves as the Board of Directors for the Canyon Lakes and Wiedemann Ranch GHADs. GHAD 1990-01 is currently the largest GHAD in California and owns substantial amounts of open space, most of which is also overlain by a conservation easement.

GUIDING POLICY

- 8.3-G-1 Acquire, preserve, and maintain open space and its natural resources for future generations.
- 8.3-G-2 Strengthen the City's partnership with East Bay Regional Parks District, Contra Costa County, other jurisdictions and private organizations to expand the ridgeline and hillside open space system in the City's Planning Area.

Open space lands contribute to the quality of life in San Ramon and help establish its character. Ridgeline and hillside trails, including the East Bay Regional Parks District Calaveras Ridge Trail, as well as other ridgeline trails proposed by this General Plan, can provide access to these open space lands.

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LEGEND

PUBLIC HEALTH AND SAFETY

- Geologic Hazard Abatement District (GHAD)

PRESERVATION OF NATURAL RESOURCES

- Open space for natural state and passive recreation
- Open space for nature reserve and to shape & limit urban form

OUTDOOR RECREATION

- Regional Parks

DEVELOPED & PLANNED AREAS

- Rural Development
- Built and Planned Urban Land
- Creek

POLITICAL BOUNDARIES *

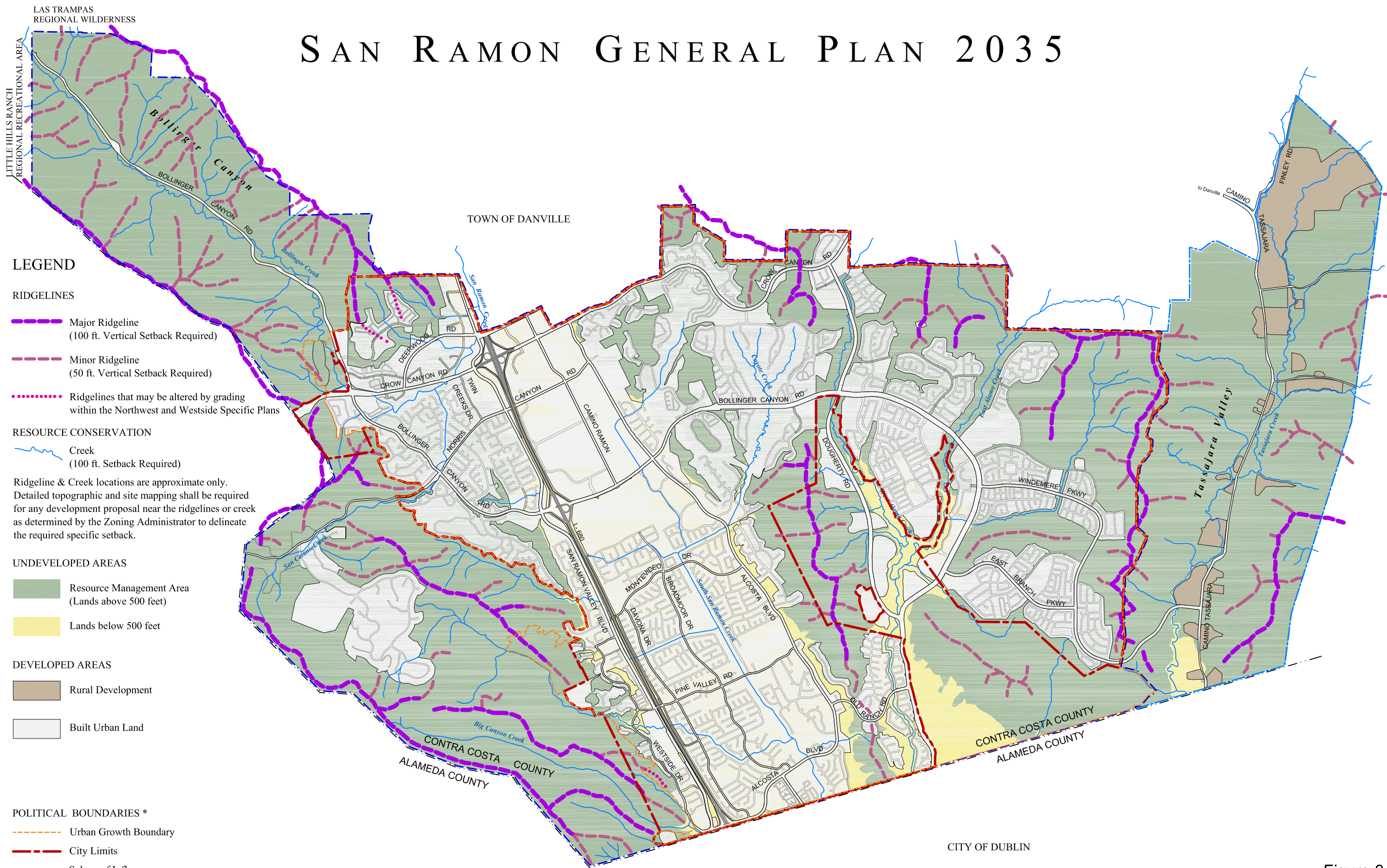
- Urban Growth Boundary
- City Limits
- Sphere of Influence
- Planning Area Boundary
- County Boundary

* The locations of political boundaries are shown adjacent to each other for ease of identification. Actual political boundaries are coterminous when shown as contiguous, parallel, or overlap.



Figure 8-2
Summary of Open Space Resource
(Updated on October 21, 2019)

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LEGEND

RIDGELINES

- - - - - Major Ridgeline (100 ft. Vertical Setback Required)
- - - - - Minor Ridgeline (50 ft. Vertical Setback Required)
- Ridgelines that may be altered by grading within the Northwest and Westside Specific Plans

RESOURCE CONSERVATION

- ~~~~~ Creek (100 ft. Setback Required)

Ridgeline & Creek locations are approximate only. Detailed topographic and site mapping shall be required for any development proposal near the ridgelines or creek as determined by the Zoning Administrator to delineate the required specific setback.

UNDEVELOPED AREAS

- Resource Management Area (Lands above 500 feet)
- Lands below 500 feet

DEVELOPED AREAS

- Rural Development
- Built Urban Land

POLITICAL BOUNDARIES *

- - - - - Urban Growth Boundary
- - - - - City Limits
- - - - - Sphere of Influence
- ~~~~~ Planning Area Boundary
- - - - - County Boundary

* The locations of political boundaries are shown adjacent to each other for ease of identification. Actual political boundaries are coterminous when shown as contiguous, parallel, or overlap.



Figure 8-3
Resource Management

(Updated on October 21, 2019)

Open Space and Conservation

IMPLEMENTING POLICIES

8.3-I-1 Preserve, protect, and maintain significant native oak woodlands.

8.3-I-2 Enhance San Ramon's creeks and riparian corridors by requiring preservation or replacement of riparian vegetation, as appropriate and in conformity with regulatory requirements.

Creeks and riparian corridors provide visual amenity, drainage, and wetland and wildlife habitat.

8.3-I-3 Explore opportunities to preserve significant creek, riparian areas, sensitive natural communities, and prominent topographic features as open space.

8.3-I-4 Require maintenance plans for open space areas, including identified natural resources such as ridges and waterways.

As a guide, use standards such as the East Bay Regional Park District's, Wildland Management Policies and Guidelines, for the management and maintenance of open space.

8.3-I-5 Through the development review process, encourage wildlife corridors to provide connectivity between established open space areas, where deemed appropriate.

Successful wildlife corridors, depending on the animal, provide short and direct routes and do not have a physical or psychological barrier. Examples of features commonly used as wildlife corridors include creeks and waterways, natural depressions, and ridgelines.

8.3-I-6 New development shall dedicate open space, as appropriate, through the use of an irrevocable instrument.

Irrevocable instruments may include easements, recorded maps, or deeds of trust.

8.3-I-7 Confer with appropriate agencies and organizations to ensure that all development, including Dougherty Valley, the Westside subareas, and any other future development provides adequate mitigation for any impacts to special status species, wetlands, and significant natural biotic communities.

The environmental reviews for both the Westside and Dougherty Valley Specific Plans identified potential impacts to wildlife, wetlands, and their habitats. Mitigation monitoring and reporting will ensure these resources are protected.

8.3-I-8 Encourage public access to creek corridors, as appropriate.

Public access would be subject to standards and permitting requirements of regulatory agencies.

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- 8.3-I-9 Consider alternatives to culverting or channelization of waterways during all stages of the review process.

Maintaining the natural stream channel is most preferable from a biological and hydrological perspective. However, this policy acknowledges that the use of culverts or channels may be the safest and most cost effective approach in terms of providing adequate drainage and that existing "natural" channels may be substantially degraded.

- 8.3-I-10 Promote maintenance and protection of waterways through the use of Geologic Hazard Abatement District(s), conservation easements, endowments, special assessments, or other appropriate mechanisms.

While these districts have mainly been used in the Dougherty Valley, they may be effective elsewhere in the Planning Area. Future GHADs, or annexation into existing GHADs, conservation easements, endowments, special assessments and other similar methods to be considered for future developments with open space.

- 8.3-I-11 Continue participation in the Contra Costa Clean Water Program to control stormwater pollution and protect the quality of the City's waterways.

- 8.3-I-12 Monitor the condition of waterways within the city limits and take proactive measures to prevent degradation.

Monitoring includes maintaining an up-to-date inventory of creeks and creating a creek maintenance program. Proactive measures may include promoting periodic waterway clean-up efforts, installing fencing or other protective barriers to prevent unauthorized access in sensitive locations, or planting vegetation along waterways to provide shade and prevent erosion.

- 8.3-I-13 Develop viewshed criteria to determine how to manage views of the natural hillsides surrounding San Ramon.

The hills surrounding the City of San Ramon provide a natural hillside backdrop. Viewshed criteria would establish the process to evaluate new development and potential significant public views of the surrounding natural hillsides.

- 8.3-I-14 Maintain the adopt regulations for the protection and preservation of hillsides, creeks, and ridgelines.

The Zoning Ordinance was amended in 2012 to replace the Resource Conservation (-RC) Overlay Zone with regulations that incorporate the protection and preservation of hillsides, creeks, and ridgelines in the Resource Management Division. The amended hillside, creek, and ridgeline regulations of the Resource Management Division apply to 1) all property over 500 feet in elevation, 2) property with a natural gradient in excess of 10 percent, or 3) property within 1,000 feet of a major or minor ridgeline. The amended hillside, creek, and ridgeline regulations of the Resource Management Division do not apply to Built Urban Land as shown in Figure 8-3, except for creek setback regulations.

Open Space and Conservation

- 8.3-I-15 Apply the hillside, creek, and ridgeline regulations of the Resource Management Division of the Zoning Ordinance to the Resource Management Area as shown in Figure 8-3.

The Resource Management Area in Figure 8-3 continues the City's commitment towards hillside, creek, and ridgeline protection and preservation.

- 8.3-I-16 Maintain the slope methodology standards in the Zoning Ordinance to implement the resource management policies.

Slope methodology standards achieve consistent application of the resource management policies through the Zoning Ordinance.

- 8.3-I-17 Retain ridgelines as open space, except for ridgelines that may be altered, as shown in Figure 8-3.

The amended hillside, creek, and ridgeline regulations of the Resource Management Division in the Zoning Ordinance shall provide additional standards for natural terrain alteration.

- 8.3-I-18 Retain hillsides steeper than 20 percent slope as open space, except for slopes and ridgelines that may be altered, as shown in Figure 8-3.

The surrounding natural open space continues to be a vital goal to enhance the community character and quality of life in San Ramon.

8.4 MEASURE G (1999) OPEN SPACE PRESERVATION ACTION PLAN

The following policies respond to Measure G's mandate for "a plan for the acquisition of ridgeline lands, contiguous to the City of San Ramon, to be preserved for open space purposes in perpetuity." They also are consistent with the Government Code's requirement for an Open Space Action Plan that is to include "specific programs which the legislative body intends to pursue in implementing its open space plan" (Section 65564).

GUIDING POLICY

- 8.4-G-1 Expand the ridgeline and hillside open space system in the City's Planning Area by joint efforts with East Bay Regional Parks District, Contra Costa County and nonprofit trustee agencies.

This guiding policy expresses the goal of Measure G (1999) and recognizes that achieving that goal is a cooperative effort.

IMPLEMENTING POLICIES

- 8.4-I-1 Confer with appropriate agencies and organizations in the creation of an institutional framework and financing mechanisms necessary to acquire additional ridgeline areas and agricultural lands, and to preserve, restore, and manage important open space.

Open space lands may be publicly or privately owned.

San Ramon General Plan 2035

- 8.4-1-2 Encourage developers to explore Transfer of Development Rights (TDRs) in conjunction with project review to cluster residential development and preserve open space, ridgelines, and creek corridors.

A TDR program can create an incentive for preservation of large areas of open space by allowing the transfer of the development that otherwise would be permitted from a "sending area" to a "receiving area" where the additional development can be accommodated. A TDR program does not require public outlay for the purchase of development rights, but purchase of development rights under a TDR program could be an option for an open space lands trust. Implementing regulations will need to ensure that once the development rights are transferred, the sending areas are preserved as permanent open space.

- 8.4-1-3 Utilize GHADs and/or other secure funding mechanisms for open space to assist in the acquisition and on-going management, operation, and maintenance of a ridgeline and hillside open space system.

- 8.4-1-4 Establish the Open Space Advisory Committee to accomplish the required activities pursuant to Policy 8.4-1-5 below.

The Advisory Committee will advise the City Council on setting priorities for open space acquisition and preservation.

- 8.4-1-5 The Open Space Advisory Committee shall advise and report directly to the City Council annually on activities regarding their charge as described below:

- Prioritize land at risk for development based upon the Priority Property List developed by the Open Space Task Force or refined factors as determined by the Open Space Advisory Committee; and
- Based upon the prioritization of the Priority Property List recommend potential properties for preservation; and
- Advise the City Council regarding opportunities and resources available for establishing a secure funding source for open space acquisition, permanent preservation, and maintenance for properties contiguous to the City limits;
- Provide a forum for input from the community regarding open space issues, which are consistent with the Committee's charge.
- Seek partnerships with other open space advocacy groups for the purposes of sharing information on funding sources and ways to permanently preserve open space.
- Prepare and submit an annual Work Program for approval by the City Council.

- 8.4-1-6 Use open space in new development to create buffers that delineate the edge of urban areas.

Open Space and Conservation

Other implementing actions will create additional open space in the Planning Area, which will create a backdrop for the City and trail linkages between parks and regional open space.

- 8.4-I-7 Encourage the restoration of degraded open space areas as part of new development projects, as appropriate.
- 8.4-I-8 Explore funding opportunities to restore degraded habitat on publicly owned open space and to provide assistance, where appropriate, to owners of privately owned land dedicated as permanent open space, to facilitate private restoration effects.

Assistance may include inter-agency coordination, identification of funding opportunities, the provision of information, or other efforts to aid private property owners in habitat restoration.

- 8.4-I-9 Preserve open space pursuant to Policy 8.4-I-5, on a priority basis as funds are available using the following criteria:
- Lands currently for sale or that can be acquired under favorable terms or conditions;
 - Land with high biological and ecological value, including those that contain natural watersheds, wetlands, riparian corridors, sensitive natural communities, or occupied by special status plant and wildlife species;
 - Lands that are contiguous to existing open space properties or other public lands and that provide continuity with current uses and buffers; or
 - Lands that provide trail connections or other recreational opportunities.

No order of priority is implied by this list.

- 8.4-I-10 Continue planning and managing ridgelines, agricultural lands, and open space acquired by the City or other Open Space areas through the Geologic Hazard Abatement District(s) and the Dougherty Valley Open Space Management Plan.
- 8.4-I-11 Provide incentives for clustering of allowable residential use on infill open space sites to avoid unnecessary grading and site development inconsistent with Plan policies for open space and resource conservation.

An incentive program might be based on the percent of the site to be retained as permanent open space, as described in Table 8-1. Clustering of all buildings should be required, including buildings for park and recreation facilities, as well as buildings allowable for commercial recreation and entertainment uses.

Table 8-1: Open Space/Density Provisions for Infill Open Space Sites

<i>Percent of Site Permanently Preserved as Open Space (gross)</i>	<i>Maximum Density</i>
Up to 69.9 percent	1 unit per 20 net acres
70 percent or more	1 unit per 10 net acres; clustering required.

- 8.4-I-12 Confer, through the development review process, with appropriate agencies and organizations to create a connecting region-wide open space system.
- 8.4-I-13 Allow appropriate and beneficial improvements on open space lands, subject to standards for environmental protection; city hillside, ridgeline, and creek regulations; avoidance of hazards; and building siting and design that will preserve the open space character of the site. An example may include work related to the Geologic Hazard Abatement District.

8.5 AGRICULTURAL RESOURCES

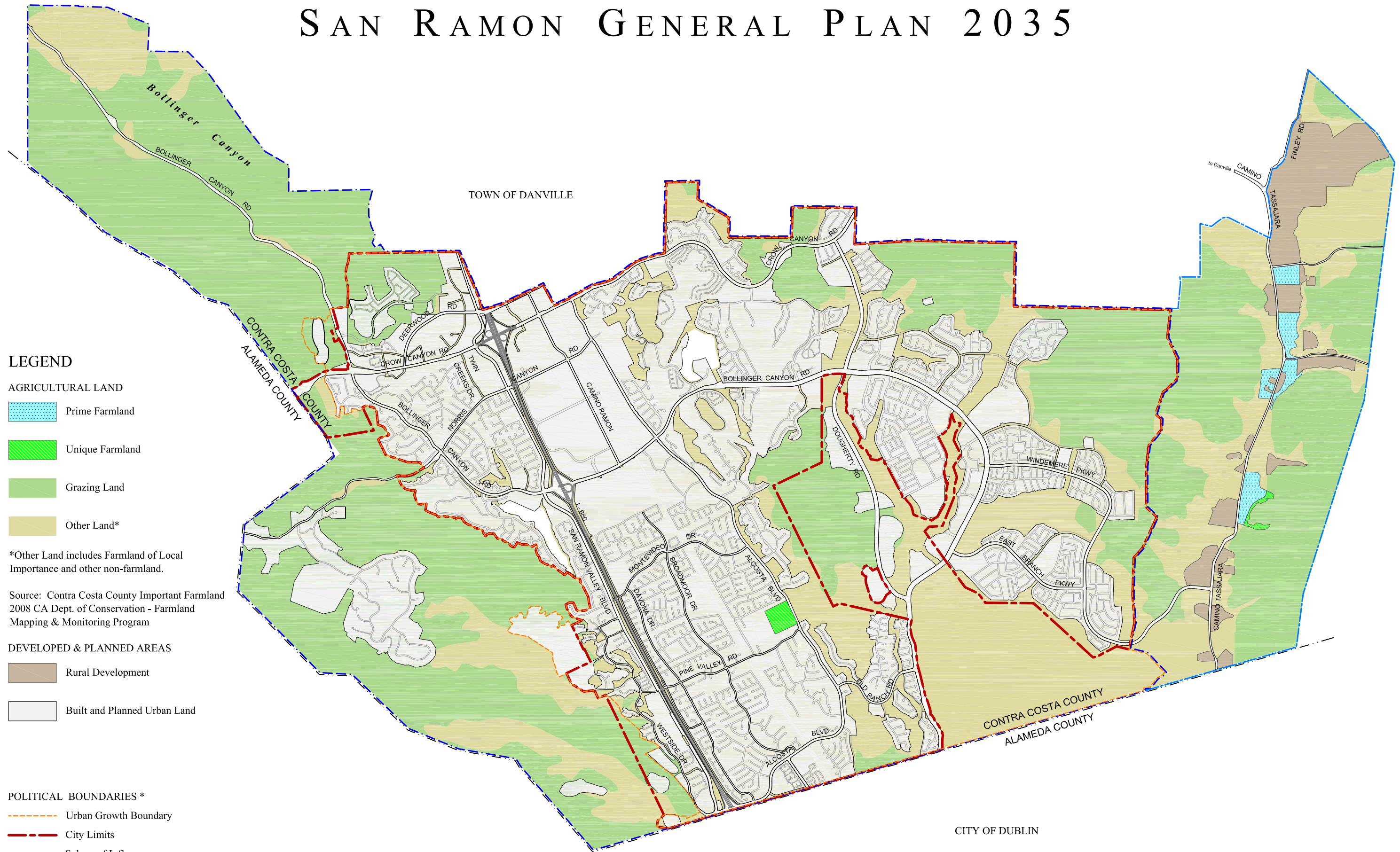
AGRICULTURAL LAND MAPPING

The California Department of Conservation Farmland Mapping and Monitoring Program (Farmland Program) classifies agricultural lands into five categories:

- Prime Farmland: Land with the best combination of physical and chemical features able to sustain the long-term production of agricultural crops. These lands have the soil quality, growing season, and moisture supply needed to produce sustained high yields.
- Farmland of Statewide Importance: Land similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to hold and store moisture.
- Unique Farmland: Land of lesser-quality soils used for the production of the State’s leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards, as found in some climactic zones in California.
- Farmland of Local Importance: Land of importance in the local agricultural economy, as determined by each county’s Board of Supervisors and a local advisory committee.
- Grazing Land: Land with vegetation that is suited to the grazing of livestock.





Prime, Statewide Important, and Unique Farmland are classified as “Important Farmland” by the Farmland Program. Figure 8-4 identifies a total of 162 acres in the San Ramon Planning Area as Prime Farmland and Unique Farmland. The San Ramon Planning Area does not have any Farmland of Statewide Importance. Land use and development activities that propose to convert Important Farmland to non-agricultural use are typically required to evaluate the impacts of such a conversion using the California Department of Conservation’s Land Evaluation and Site Assessment (LESA) Model. Farmland of Local Importance and Grazing Land do not fall within the Important Farmland umbrella and the proposed conversion of these lands to non-agricultural use does not require LESA Model evaluation.

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LEGEND



AGRICULTURAL LAND

-  Prime Farmland
-  Unique Farmland
-  Grazing Land
-  Other Land*

*Other Land includes Farmland of Local Importance and other non-farmland.

Source: Contra Costa County Important Farmland 2008 CA Dept. of Conservation - Farmland Mapping & Monitoring Program

DEVELOPED & PLANNED AREAS

-  Rural Development
-  Built and Planned Urban Land

POLITICAL BOUNDARIES *

-  Urban Growth Boundary
-  City Limits
-  Sphere of Influence
-  Planning Area Boundary
-  County Boundary

* The locations of political boundaries are shown adjacent to each other for ease of identification. Actual political boundaries are coterminous when shown as contiguous, parallel, or overlap.



Figure 8-4
Summary of Agricultural Land
 (Updated on October 21, 2019)

Open Space and Conservation

Figure 8-4 also identifies agricultural land within the San Ramon Planning Area, as mapped by the Farmland Program. As shown in the figure, 8,426 acres of land are mapped as Prime Farmland, Unique Farmland, and Grazing Land. A fourth category, "Other Land" in Figure 8-4, includes Farmland of Local Importance and other non-farmland that does not require evaluation of impacts associated with conversion to non-agricultural uses.

WILLIAMSON ACT

The California Land Conservation Act, also known as the Williamson Act, is a voluntary program that allows agricultural property owners to have their property assessed on the basis of its agricultural production rather than at the current market value. The property owner is thus relieved of having to pay higher property taxes, as long as the land remains in agricultural production. The intent of the Williamson Act is to encourage property owners to continue to farm their land, and to prevent the premature conversion of farmland to urban uses. Participation requires that the area consist of 100 contiguous acres of agricultural land under one or more ownerships.

Upon approval of an application by the County Board of Supervisors in which the property is located in, the agricultural preserve is established, and the land within the preserve is restricted to agricultural and compatible uses for at least 10 years. Williamson Act contracts are automatically renewed annually for an additional one-year period, unless the property owner applies for non-renewal or early cancellation. The Williamson Act contains limited provisions for cancellation of contracts, and a substantial penalty for early cancellation is assessed. Generally, the specific findings to justify cancellation are extremely difficult to make and contracts are rarely cancelled.

Several properties within the Tassajara Valley portion of the Planning Area have active Williamson Act contracts. Between 2005 and 2009, several Williamson Act contracts within the Tassajara Valley were cancelled or not renewed in association with pending development proposals before the County of Contra Costa.

GUIDING POLICY

8.5-G-1 Encourage the continuation of appropriate agricultural activities within the City's Planning Area, while being cognizant that such uses may transition to non-agricultural uses in the future.

IMPLEMENTING POLICIES

8.5-I-1 If Important Farmland is proposed to be converted to non-agricultural use, require evaluation to determine significance of conversion impacts. If the conversion is found to be significant, require mitigation to offset such impacts.

An evaluation shall determine the significance of Important Farmland conversion impacts. If such impacts are determined to be significant, mitigation in the form of onsite or offsite preservation of farmland within Contra Costa County at no less than a 1:1 ratio should be pursued. Alternative forms of mitigation may be considered if the preferred mitigation approach is not feasible.

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- 8.5-1-2 Process development applications involving land encumbered by Williamson Act contracts only if three years or less remain prior to expiration or cancellation of the contract.

It is the preference of the City to have Williamson Act contract issues resolved prior to review of any development applications.

- 8.5-1-3 Minimize land use conflicts between agricultural and urban uses through site planning techniques.

New development near grazing lands or cultivated agricultural uses should incorporate design features to minimize or avoid potential complaints associated with noise, odors, or early morning operations. Examples of design features include buffers and screening measures.

- 8.5-1-4 Explore opportunities with East Bay Regional Park District (EBRPD), other government agencies, or private organizations to set aside and manage undeveloped lands as open space that are contiguous and sufficient in size to allow continued agricultural uses.

Grazing activities on open space lands can offset the fire prevention and maintenance costs measures.

- 8.5-1-5 Designate land for rural conservation along the west side of Bollinger Canyon Road near the Las Trampas Regional Wilderness in order to preserve visual open space, to provide opportunities for horse-keeping and part-time ranching, and to maintain compatibility with adjoining agricultural uses.

8.6 WATER CONSERVATION AND QUALITY

East Bay Municipal Utility District (EBMUD) and Dublin San Ramon Services District (DSRSD) provide potable water service to San Ramon. EBMUD generally serves the northern, western, and central portions of San Ramon, while DSRSD serves the Dougherty Valley.

WATER CONSERVATION

EBMUD has a comprehensive Water Conservation Program in place that includes both supply- and demand-side measures, including audits, incentives, optimal management practices, wastewater and landscape regulations, education programs, support activities, metering, and leak detection and pipe replacement. EBMUD also recommends that local cities require water conservation measures as a standard feature in the design and construction of proposed development projects.

In 2006, state legislation (AB 1881, Laird, 2006) required the Department of Water Resources to adopt an updated Model Water Efficient Landscape Ordinance (MWELo). In 2009, the State Department of Water Resources adopted an updated model ordinance that became effective January 1, 2010. As a result, the City of San Ramon requires new

Open Space and Conservation

development to meet the State Model Water Efficient Landscape Ordinance in an effort to conserve landscape water use.

Water reclamation can also significantly reduce water demand and storage requirements. Reclaimed water is used most effectively for irrigating areas such as parks, greenbelts, golf courses, roadway medians, and front yards. DSRSD has provided an increasing amount of recycled water throughout their service area within San Ramon. Additionally, groundwater has the potential to reduce demand on municipal supplies, although the characteristics of the aquifer and its water table in the San Ramon Planning Area are variable.

WATER QUALITY

The primary goal of the City of San Ramon Stormwater Program is to reduce pollution of storm water as it enters the local creeks and the San Francisco Bay. The City of San Ramon is a member of the Contra Costa Clean Water Program, which has been instrumental in developing Low Impact Development (LID) techniques for the reduction and treatment of storm water runoff from development projects. The San Francisco Bay Regional Water Quality Control Board adopts regulations to satisfy National Pollutant Discharge Elimination System (NPDES) permit requirements to manage storm water runoff.

The City also monitors construction sites to ensure adequate Best Management Practices (BMPs) are implemented to reduce water pollution during construction in compliance with the State General Construction Permit issued by the California State Water Resources Control Board.

GUIDING POLICY

8.6-G-1 Promote the implementation of water quality and conservation programs and measures by San Ramon employers, residents, and public agencies.

IMPLEMENTING POLICIES

8.6-I-1 Require new development projects to implement indoor water conservation and demand management measures.

Examples of conservation and demand management measures include low-flow bathroom fixtures, high water efficiency clothes washers and dishwashers.

8.6-I-2 Require new development projects to implement outdoor water conservation and demand management measures.

Examples of conservation and demand management measures include separate metering of domestic and irrigation water, drought-resistant vegetation, drip irrigation or low-precipitation-rate sprinklers, programmable irrigation controllers with automatic rain shutoff sensors, and hydrozones that keep plants with similar water needs in the same irrigation zone. Furthermore, new development projects are encouraged to install drought resistant vegetation instead of turf.

San Ramon General Plan 2035

- 8.6-I-3 New development in areas where recycled water service exists or is planned shall be plumbed with “purple pipe” and other measures necessary to accommodate non-potable water service.

Exceptions are allowed for projects that would not use potable water for non-potable use or would only use small amounts of potable water for non-potable use.

- 8.6-I-4 Require new development to meet the State Model Water Efficient Landscape Ordinance (MWELo).

Effective January 1, 2010 all development must meet the State MWELo requirements which establish landscape design requirements for new and rehabilitated landscape areas within the City.

- 8.6-I-5 Collaborate with DERWA (Dublin San Ramon Services District and East Bay Municipal Utilities District Recycled Water Authorities) to expand the recycled water distribution system in an efficient and timely manner.

Installing recycled water infrastructure as part of roadway construction projects is an effective way to expand the distribution system, while also minimizing disruption to residents and businesses.

- 8.6-I-6 Continue implementation of the City of San Ramon Stormwater Management Program to reduce storm water pollution, provide public education, and to protect the water quality of the City’s local creeks and streams.

In order to comply with National Pollutant Discharge Elimination System (NPDES) permit requirements for Municipal Separate Storm Sewer Systems, the City of San Ramon Stormwater Program performs a variety of activities which may include participating in the Contra Costa Clean Water Program, field inspections, educational and outreach activities, storm drain cleaning, street sweeping, the implementation of new development/redevelopment stormwater controls, or other activities.

- 8.6-I-7 Promote the protection of groundwater resources by collaborating with agencies that monitor and oversee clean-up efforts at existing sources of pollution.

There are several sites in San Ramon that previously contained leaking underground storage tanks. These sites are currently undergoing monitoring and remediation and are regulated by agencies including the County of Contra Costa and the San Francisco Bay Regional Water Quality Control Board. The intent of this policy is to ensure that the City is aware of groundwater pollution sources and proactively engaged with appropriate agencies to facilitate efficient and timely clean-up efforts.

8.7 ARCHAEOLOGICAL, PALEONTOLOGICAL, AND HISTORIC RESOURCES

LOCAL HISTORY

At the time of European contact in the 18th century, the San Ramon area was occupied by the Ohlone tribe of California Native Americans. The tribal group that most likely occupied the San Ramon area is the Chochenyo language group, whose territory extended from the southern end of the Carquinez Strait south to Mission San Jose (present-day Fremont), east to present-day Livermore and west to the San Francisco Bay. The estimated Ohlone population in 1770—when the first mission was established in Ohlone territory—was approximately 10,000. By 1832, the population had declined to fewer than 2,000, mainly due to diseases introduced by the European explorers and settlers. The Gold Rush brought further disease to the native inhabitants, and by the 1850s, nearly all of the Ohlone had adapted in some way or another to economies based on cash income. Hunting and gathering activities continued to decline and were rapidly replaced with economies based on ranching and farming.

Following Mexico's independence from Spain in 1822, the vast mission lands were granted to private citizens as ranchos. The San Ramon Valley contained three large ranchos: San Ramon (Amador), 16,517 acres; San Ramon (Carpentier), 8,917 acres; and San Ramon (Norris), 4,451 acres.

The population of the Contra Costa County increased rapidly during the Gold Rush and, in the post-Civil War Era. The great rancheros of the Spanish period were divided and sold for agricultural uses, with intensively irrigated farming made possible in some areas of Contra Costa County by the development of canals that brought water from the eastern portions of the County to the central portions. Walnuts were an especially attractive orchard crop in central portions of the County, with farmers using thin-shelled English walnut branches grafted to hardy and disease-resistant American walnut rootstock.

The first settlers to the San Ramon area were Leo and Mary Norris, who purchased 4,450 acres of land in 1850, and who are the namesakes of Norris Canyon. Other early settlers included names that are recognizable from local street names and landmarks, including Crow, Bollinger, and Glass. The first village developed near the site of the present-day Outpost Sports Bar at the intersection of Deerwood Road and San Ramon Valley Boulevard. San Ramon was known by a series of names in the nineteenth century: Brevenville, for a local blacksmith; Lynchville, for the early settler William Lynch; and Limerick, for the numerous Irish immigrants.

The Southern Pacific Railroad arrived in the San Ramon Valley in the 1890s. Dubbed the San Ramon Branch Line, the railroad line originally extended from a junction with the Oakland-Stockton main line near Martinez south to San Ramon, a distance of approximately 20 miles. Service commenced in June 1891. In 1909, the southern terminus of the San Ramon Branch Line was extended south to a junction with the Lathrop-Niles Junction main line near Pleasanton. San Ramon was served with a station, known as San Ramon Siding, near the present-day Iron Horse Trail crossing at Crow Canyon Road. By the mid-1970s, traffic on the line had dwindled to 125 carloads annually and the Southern Pacific petitioned the Interstate Commerce Commission to abandon the branch line. The line was formally abandoned in 1978 and the counties of Alameda and Contra Costa acquired ownership of the

right-of-way within their respective jurisdictions. The present-day Iron Horse Trail follows the alignment of the San Ramon Branch Line from Pleasanton to Concord.

The San Ramon Valley remained primarily an agricultural area up through the early 1960s. Following the completion of Interstate 680 (I-680) through the San Ramon Valley in the mid-1960s, the San Ramon area experienced rapid growth. The first residential subdivisions were developed in South San Ramon (a.k.a. San Ramon Village) and Twin Creeks. In the early 1980s, Sunset Development began developing the Bishop Ranch Business Park. The most notable facilities in the Bishop Ranch Business Park are Chevron Park and the AT&T campus (formerly known as the Pacific Bell campus), both of which opened in the mid-1980s. Sunset Development continued to develop the Bishop Ranch Business Park through the 1980s and 1990s.

With growth came the desire for greater control over land use and development. In March 1983, the City electorate voted to incorporate and the City of San Ramon came into existence on July 1, 1983. Since incorporation, the City has expanded its limits west to include the Westside Drive area and portions of Norris Canyon, north to include the Crow Canyon area, and east to include the Dougherty Hills and Dougherty Valley.

HISTORIC AND PREHISTORIC RESOURCES

The San Ramon Planning Area includes several sites of both historic and prehistoric value.

Forest Home Farms Historical Park is listed on the National Register of Historic Places (Landmark Plaque No. 2174). The 16-acre historical park is located 19953 San Ramon Valley Boulevard and features the Boone House and interpretative exhibits depicting historic agricultural activities of the San Ramon Valley.

Prehistoric sites consist of Native American habitations and rock art. Native American archeological sites in this portion of Contra Costa County tend to be situated along ridgetops, midslope terraces, alluvial flats, at the base of hills, between saddles, near ecotones, and near sources of water including springs. The Planning Area encompasses all of these environmental features with recorded Native American archeological sites found in each of these areas.

Several state laws, most notably CEQA Guidelines §15064.5(f) and Public Resources Code §5020-5029 and 21083.2, protect archeological and historical resources. To protect historic resources, the State has formed the State Historical Resources Committee that conducts the State Historic Resource Inventory and maintains the California Register of Historic Resources, which identifies historic landmarks and points of interest. The Committee also provides recommendations for the National Register of Historic Resources.

GUIDING POLICY

8.7-G-1 Identify, evaluate, and preserve the archaeological, paleontological, and historic resources that are found within the San Ramon Planning Area.

Open Space and Conservation

IMPLEMENTING POLICIES

- 8.7-1-1 Require that new development evaluate potential impacts to historic, archaeological, and paleontological resources and, if necessary, implement appropriate mitigation measures to protect the resources.

Projects that disturb undeveloped land or propose the demolition or substantial modification of structures 45 years of age or older will be required to evaluate potential cultural resource impacts. Exceptions to this policy include infill development or redevelopment on sites that have been developed within the previous 45 years.

- 8.7-1-2 Protect and maintain the integrity of officially listed historic resources.

- 8.7-1-3 Closely review any proposals to nominate local resources for eligibility for listing on national or state historic registers.

Discretion should be used in reviewing such nominations to ensure that resources have significant historic value and have been appropriately evaluated.

- 8.7-1-4 As a standard condition of approval, require all development projects involving grading and excavation to implement appropriate measures in the event that burial sites or human remains are encountered during earthwork activities.

Appropriate measures may include stopping work within 100 feet of the find, notifying the Contra Costa County Coroner's Office, and, if the Coroner determines that the remains are determined to be of Native American origin, notification of the Native American Heritage Commission.

- 8.7-1-5 For projects involving a General Plan Amendment, the development of a Specific Plan (or amendment), or designating open space, provide for tribal consultation opportunities in accordance with state law.

State law establishes specific requirements for tribal consultation in these circumstances. It broadens the focus from the protection and preservation of archaeological sites and artifacts to include protection of traditional tribal cultural places on public and private lands, for both federally and non-federally recognized tribes.

9

Safety

The Safety Element of the General Plan is to provide information “for the protection of the community from unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, and dam failure; slope instability leading to landslides, subsidence, and other geological hazards; flooding; hazardous material accidents; and wildland and urban fire” (Government Code §65302 [g]). One of the City’s highest priorities is the protection of its residents from geologic and soils hazards, hazardous materials, flooding, and fires.

A new component of the safety element is a discussion of the City’s Emergency Operations Plan. The Emergency Operation Plan premise is to reduce injury and loss of life, property, and natural resources through the effective management of emergency resources.

9.1 SAN RAMON EMERGENCY OPERATIONS PLAN

In 2006, the City of San Ramon City Council adopted its Emergency Operations Plan and a subsequent update to the plan was initiated in 2009. The Emergency Operations Plan identifies the appropriate actions to take when an event occurs due to a major earthquake, hazardous materials incident, flood, national security emergency, wildfire, landslide, and dam failure.

The City’s plan complies with existing state and federal laws. The objectives of the plan are to reduce injury, and loss of life, property, and natural resource through effective management of emergency resources. The Emergency Operations Plan identifies the City’s emergency planning, organizational, and response policies and procedures, while integrating and coordinating these with other governmental levels when required. The Emergency Operations Plan institutes the Incident Command System, the Standardized Emergency Management System, and the National Incident Management System, which provide a common system that is recognized throughout the State of California as a basis for managing large emergency incidents that could involve multiple agencies and jurisdictions.

The City’s response to disasters is based on four phases including: increased readiness, initial response operations, extended response operations, and recovery operations. All individual departmental plans support the Emergency Operations Plan and inform staff of the procedures for recalling departmental personnel, disaster assignments, and departmental resource lists. Response to emergencies follows the Incident Command System, ensuring unified command by all emergency response teams. Depending on the type of incident, the most appropriate agency will become the lead agency and will be supported by the other emergency response teams.

GUIDING POLICIES

9.1-G-1 Maintain the City’s Emergency Operations Plan as the guide for emergency management in San Ramon.

IMPLEMENTING POLICIES

9.1-I-1 Maintain and update the City’s Emergency Operations Plan, as required by State and Federal laws, to minimize the risk to life and property of seismic and geologic hazards, hazardous materials and waste, and fire.

Disseminate information to community and business leaders and residents regarding all aspects of emergency and disaster preparedness, including plans for evacuation and alternate access routes and provisions of Emergency Operation Plan. The City will participate in a coordinated emergency response in the event of any local or regional, natural or man-made disaster.

9.1-I-2 In collaboration with other agencies, maintain and disseminate emergency preparedness information.

The City participates in a Joint Powers Agreement (JPA) Citizen Corps Council program as encouraged by Federal Emergency Management Agency (FEMA) in collaboration with the San Ramon Valley Fire Protection District, San Ramon Valley Unified School District, and Town of Danville. The joint program conducts an annual emergency preparedness community fair, provides a Community Emergency Response Team (CERT) program, and conducts regular trainings and drills with interested residents and businesses. Public education and emergency preparedness information are shared between the agencies for common dissemination to the public, consistent with the “be ready” federal and state campaigns.

9.1-I-3 Coordinate regular exercises and drills with emergency organizations. Provide training opportunities for all City staff to be adequately trained to State and Federal requirements.

The City maintains regular employee training programs to meet the National Incident Management System (NIMS) and California Standardized Emergency Management System (SEMS) requirements.

9.2 GEOLOGIC, SEISMICITY AND SOILS HAZARDS

GEOLOGY

The San Ramon Planning Area is located in the East Bay Hills of the Coast Ranges in the western part of Contra Costa County, California. The East Bay Hills are part of a block of folded and faulted Upper Cretaceous age (about 62 to 98 million years ago) marine sedimentary rocks of the Great Valley Sequence. The local hills are formed from younger rocks, uplifted between the Hayward and Calaveras fault zones. The Planning Area includes a series of northwest-trending ridges and valleys, and is underlain by Tertiary (about 2 to 62 million years ago) marine and non-marine sedimentary rocks.

Safety

SEISMICITY

The major active fault with rupture potential in San Ramon is the Calaveras Fault, which lies parallel to and just west of San Ramon Valley Boulevard. The California Legislature has established an Alquist-Priolo Earthquake Fault Zone along the fault, requiring detailed studies of rupture hazards prior to new construction. Two smaller faults, the Dublin Fault and the Bollinger Fault, also traverse portions of the City and its Sphere of Influence and are not regarded as active. Minor faults, presumed inactive, intersect active or potentially active faults and any movement of the master fault could trigger adjustments (earthquakes) on minor cross faults or adjacent subparallel faults.

In 1990, the State Legislature passed the Seismic Hazards Mapping Act, which became effective on April 1, 1991. The purpose of the Act is to protect public safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failure and hazards caused by earthquakes. The program and actions mandated by the Seismic Hazards Mapping Act closely resemble those of the Alquist-Priolo Earthquake Fault Zoning Act. The Seismic Hazards Mapping Act requires the State Geologist to delineate the various seismic hazard zones and requires cities to regulate certain development projects within the zones. If a project is located in this zone, development permits for a site may not be issued until the geologic and soil conditions of the project site are investigated and appropriate mitigation measures, if any, are incorporated into development plans.

The United States Geological Survey and the State Department of Conservation's California Geologic Survey prepare geologic maps and reports, which should be consulted for locations of additional minor faults. The existence of any fault line, whether it is inside or outside of an earthquake fault zone, should be given serious consideration and thorough evaluation prior to any development decisions.

SOILS

The San Ramon Planning Area is dominated by generally northwest-trending, broad, rounded ridges, and intervening valleys with steep side slopes. Sandstone bedrock crops out locally on ridge crests and underlies upper hill slopes at shallow depths. Northern and eastern portions of the Planning Area are underlain by non-marine conglomerate, sandstone, and mudstone. Alluvial terraces are locally present along major drainages. Soils are thin to non-existent on ridges, crests, and hill slopes, thicken toward the base of hill slopes, and generally are thick in colluvium-filled swales.

Soils within the San Ramon Planning Area frequently contain clays with high shrink-swell potential. Soils in the valley floors generally consist of alluvium and a mixture of sand, silt, and clay. These areas have an elevated risk of experiencing localized liquefaction in the event of strong ground shaking. Figure 9-1 illustrates the geotechnical hazards in San Ramon.

Slopes range from level and gently sloping along the valley floor to slopes exceeding 75 percent in hilly areas where rock outcrops occur. In these areas, there are high to severe erosion hazards on slopes where bare soil is exposed as well as elevated risks of landslides. Much of the Tassajara Valley and Bollinger Canyon Subareas are steeply sloped, with existing and potential for new landslides posing concerns for new development in these areas.

The Bay Area's seismic activity requires that the City be vigilant with regard to safety. Crucial measures may include the avoidance of geologic and seismic hazards in building, and the adequate provision of public information regarding seismic safety.

In the steeper portions of the Planning Area, such as Bollinger Canyon, the Westside, and Tassajara Valley, active landslides (debris flows, earth flows, and slumps) and severe erosion potential represent major constraints to development. Any development in valley floors would require careful siting, grading, and building techniques because these areas have an elevated risk of experiencing localized liquefaction in the event of strong ground shaking.

GUIDING POLICY

- 9.2-G-1 Minimize risks of personal injury and property damage posed by geologic and seismic hazards.

IMPLEMENTING POLICIES

- 9.2-I-1 Review proposed development sites during the planning process to identify and mitigate any potential geologic or seismic hazards.

Following receipt of a development proposal, engineering staff shall review the plans to determine whether a geotechnical review is required.

- 9.2-I-2 Require the preparation of a fault investigation study to identify appropriate setbacks for any proposed structure intended for human occupancy within 50 feet of an active fault trace.

It is also the City's intent to discourage homes, offices, hospitals, public buildings, and other similar structures over the trace of an inactive fault, but to allow non-habitable uses such as landscaping, parking lots, and noncritical storage, within seismic setback areas that could experience displacement without undue risk to people and property. Roads may be built over active faults only where alternatives are impractical and where no utility lines are placed in the right-of-way.

- 9.2-I-3 Where appropriate, require an independent registered engineering geologist or geotechnical engineer to review geotechnical reports submitted by applicants on sites in seismically hazardous areas.

- 9.2-I-4 Require comprehensive geologic and engineering studies of critical structures regardless of location.

Critical structures are those most needed following a disaster or those that could pose hazards of their own if damaged. They include utility centers and substations, water reservoirs, hospitals, fire stations, police and emergency communications facilities, and bridges and overpasses.

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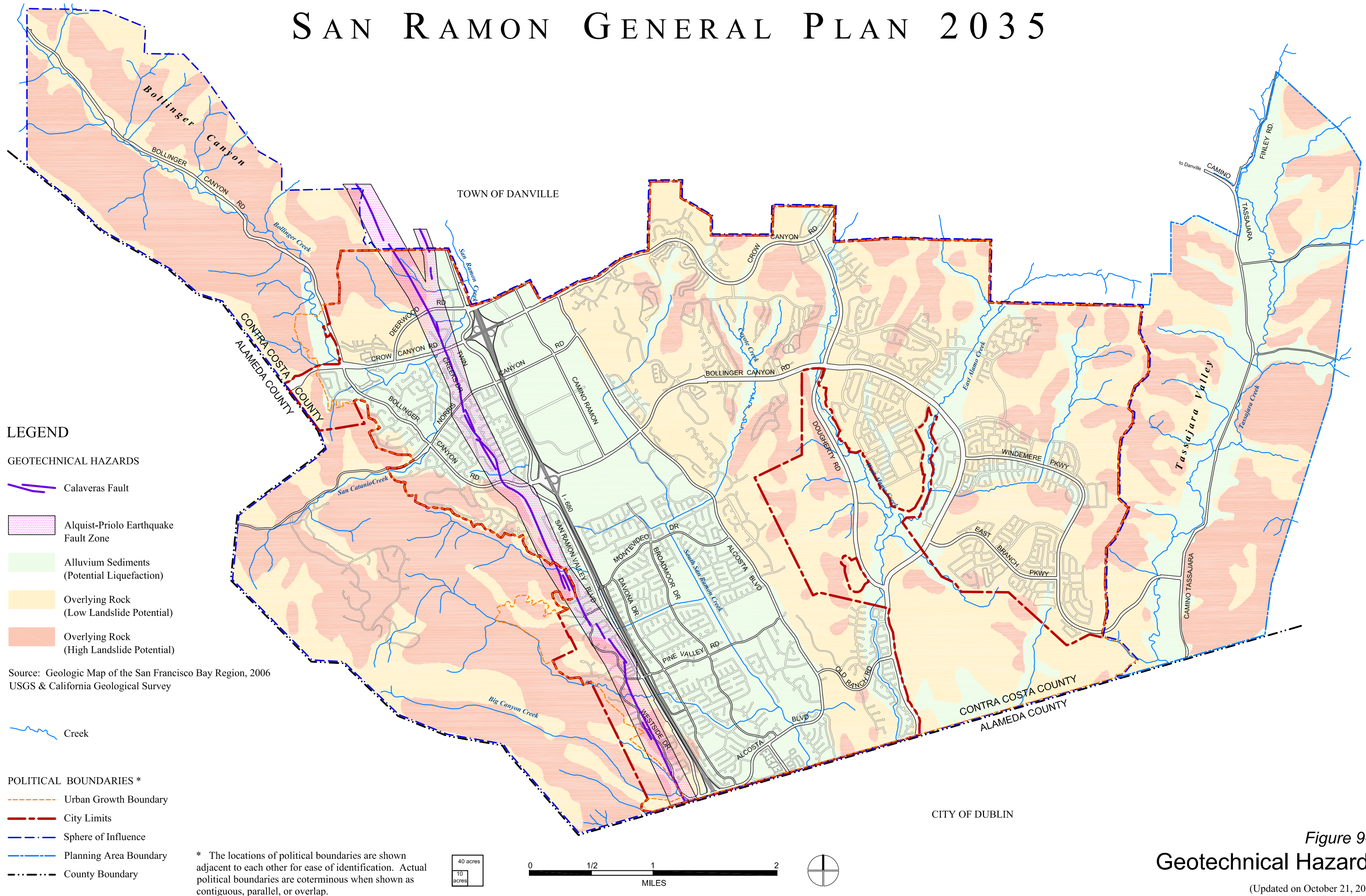


Figure 9-1
Geotechnical Hazards
 (Updated on October 21, 2019)

Safety

- 9.2-I-5 Require geotechnical field review during the construction phase of any new development as determined by the City Engineer.

While proper grading techniques can effectively reduce risks of geologic hazards, it is important that a geotechnical engineer and/or engineering geologist provide onsite field inspection and testing during construction to ensure compliance with geotechnical recommendations.

- 9.2-I-6 Require preparation of a soils report as part of the development review and/or building permit process.

The City is underlain by moderately to highly expansive soils, which must be taken into account during building design to minimize potential cracking and settling of structures. The report, however, would not be necessary when soil characteristics are known, and the City's Building Official determines it is not needed.

- 9.2-I-7 Limit cut-and-fill slopes to 3:1 (33 percent slope) except where an engineering geologist or geotechnical engineer can establish to the satisfaction of the City Engineer that a steeper slope would not pose undue risk to people and property.

This grading standard is applied to new development throughout the City to reduce the appearance of angled contours and to maintain slope stability. The City encourages less steep slopes wherever possible so that the visual impacts of grading are minimized. Encourage the use of 3D modeling to assure visual mitigation. The San Ramon Valley Fire Protection District should also ensure that emergency access to hillside development is maintained.

- 9.2-I-8 Blend cut-and-fill slopes with existing contours to avoid the appearance of artificial slopes.

Grading plans should provide variation in horizontal and vertical contours that mimic the surrounding terrain such that development blends with the existing environment and avoids the visual impacts that result from high cut slopes and steep embankments.

- 9.2-I-9 Provide information and establish incentives for property owners to rehabilitate existing buildings using construction techniques to protect against seismic hazards.

San Ramon requires compliance to the City-adopted California Building Code, which specifies seismic standards for new construction, as well as for additions or expansions to buildings. It is in the community's best interest to do all that is necessary to ensure that all structures meet current seismic standards. Incentives may include free inspections, assistance in obtaining loans, and possibly reduced fees.

- 9.2-I-10 Control erosion of graded areas with revegetation or other acceptable methods.

Plant materials for re-vegetation should not be limited to hydro-seeding and mulching with annual grasses. Trees add structure to the soil and take up moisture while adding color and diversity.

- 9.2-I-11 Require financial protection for public agencies and individuals as a condition of development approval where geologic conditions indicate a potential for high maintenance costs for areas of public benefit.

The formation of Geological Hazard Abatement Districts (GHAD) is one mechanism that can ensure geotechnical mitigation measures are maintained over the long term for areas of public benefit. Financial risks are to be equitably shared among owners and not borne by the City.

- 9.2-I-12 Encourage continued investigation by State agencies of geologic conditions within the City's Planning Area to promote public awareness of potential geologic and seismic hazards.

The City's requirement for independent review of geologic reports shall consider the most recent available information regarding seismic hazards, including the potential for seismic shaking and fault rupture within the Mt. Diablo fold-and-thrust belt.

- 9.2-I-13 Review and update, as appropriate, City Code requirements for excavation, grading and filling to ensure that they conform to currently accepted standards.

9.3 HAZARDOUS MATERIALS

Some topics regarding public safety can be dealt with only at a regional level, or fall within the responsibility of public agencies other than the City of San Ramon. The use and transportation of hazardous substances is one example for which public safety depends in large part on the actions taken by the state and federal governments.

Pursuant to state law, the City has adopted by reference Contra Costa County's Hazardous Waste Management Plan. The Plan establishes a comprehensive approach to management of hazardous wastes in Contra Costa County, including siting criteria for new waste management facilities, educational and enforcement efforts to minimize and control the hazardous waste stream, and policies to maintain a unified database on businesses that generate hazardous waste.

The California Environmental Protection Agency (CEPA) lists all leaking Underground Storage Tank (UST) sites and all solid waste disposal facilities from which there is a migration of hazardous waste. Contaminated sites threaten the quality of the City's groundwater and shall be cleaned through decontamination of soils and filtration of groundwater. Clean-up shall be required in conjunction with development of property or alteration of existing uses.

In San Ramon, waste oil is collected at the curb by the franchised waste hauler, and household hazardous wastes are collected on weekends at various locations throughout the County. Central Contra Costa Sanitary District (Central San) and Mt. View Sanitary District (MVSD) jointly operate Contra Costa County's first permanent Household Hazardous Waste Facility (HHW) located in Martinez. The HHW collection facility collects household cleaners, automotive care products, paint and paint-related products, and garden care and pest control products at no charge for cities in its service area, which includes the City of San Ramon.

Safety

Although San Ramon does have businesses that use hazardous materials, hazardous waste is not generated in large amounts and a waste disposal facility is not likely to be sited in the City. However, a concern exists because of the transportation of hazardous materials along the I-680 corridor and other routes of regional significance that pass through or are in close proximity to San Ramon.

GUIDING POLICY

9.3-G-1 Minimize the risk of property damage and personal injury resulting from the production, use, storage, disposal, or transportation of hazardous materials.

IMPLEMENTING POLICIES

9.3-I-1 Promote the reduction, recycling, and safe disposal of household hazardous wastes through public education and awareness.

9.3-I-2 Continue to investigate options for establishing household hazardous waste drop off locations that are convenient to San Ramon residents

Central Contra Costa Household Hazardous Waste Collection Facility was constructed in Martinez in approximately 1997 for the collection of hazardous waste generated by the residents and businesses of Contra Costa County. The Martinez facility is over 20 miles from San Ramon. In order to accommodate the San Ramon residents, financially viable options and ventures through local businesses and agencies to enhance household hazardous waste collection and disposal programs should be explored.

9.3-I-3 Require the clean-up of sites contaminated with hazardous substances.

The California Environmental Protection Agency publishes the Hazardous Waste and Substances Sites List, which identifies properties in the City that have the potential for hazardous materials contamination. Contaminated sites are threats to the quality of groundwater and shall be cleaned through decontamination of soils and filtration of groundwater. Clean-up shall be required in conjunction with new development, reconstruction, property transfer of ownership, and/or the continued operation after the discovery of contamination. Continual business operation may be permitted during the conduct of clean-up or remediation of the contamination as long as the clean-up proceeds in accordance with an approved clean-up plan.

9.3-I-4 Support and implement policies contained in the Contra Costa County Hazardous Waste Management Plan that encourage and assist the reduction of hazardous waste from businesses and homes in San Ramon.

9.3-I-5 Require businesses generating hazardous waste to pay necessary costs for local implementation of programs specified in the County Hazardous Waste Management Plan, as well as the costs associated with emergency response services for a hazardous materials release.

- 9.3-I-6 Work with the San Ramon Valley Fire Protection District to minimize potentially dangerous conditions from storing, dispensing, using and handling of hazardous materials.

The San Ramon Valley Fire Protection District reviews and approves plans for new and existing businesses with hazardous material, and may require new developments and change of use of existing facilities to conform to the California Fire Code with respect to storing, dispensing, using and/or handling of hazardous materials.

9.4 FLOOD AND STORM DRAINAGE

According to the Federal Emergency Management Agency (FEMA), a majority of Contra Costa County's creeks and shoreline lie within the 100-year floodplain. Drainage facilities in Contra Costa County are provided by the cities, the County, and the Contra Costa County Flood Control and Water Conservation District (FCWCD). The FCWCD collects special assessments to finance drainage improvements in areas with adopted drainage plans.

In the unincorporated parts of the San Ramon Planning Area, lands immediately abutting Alamo Creek in Dougherty Valley and Tassajara Creek in Tassajara Valley are within the 100-year floodplain. Neither Dougherty Valley nor Tassajara Valley is currently in a formal drainage area. The maintenance of Dougherty Valley flood control facilities will be undertaken by County Service Area (CSA) M-29. These facilities will be maintained by the City of San Ramon once they are annexed to the City as provided for in the Dougherty Valley Settlement Agreement.

The City is generally responsible for maintaining the publicly owned elements of the flood control system within the incorporated area, except for the San Ramon Creek downstream of Crow Canyon Road and the Canyon Lakes area, which are the responsibility of the FCWCD.

The 100-year flood is the flood elevation that has a one percent chance of being equaled or exceeded each year. Areas that are within the 100-year flood zone, as determined by FEMA at the time of preparation of this document are indicated on Figure 9-2.

The City's potential vulnerability to flooding makes the maintenance of the creeks system and the location of structures above the 100-year floodplain important considerations. Maintenance tactics, detention of increased runoff, and the grading of land so that buildings remain above the 100-year floodplain should be a priority in areas of new development and re-development.

Maintenance practices for existing creeks and drainage systems should also be re-evaluated and adjusted because of the changes in the awareness of drainage systems and their associated environments, as well as public attitudes and the regulatory climate. Changing the maintenance practices will require considerable resources, and new funding mechanism, should be explored.

Dougherty Valley's development concept maintains major creek channels and places development above the 100-year floodplain. In addition, the FCWCD and the Contra Costa County Public Works Department have employed flood detention basins and channeling systems to control the flows of both Alamo Creek and Tassajara Creek in the Tassajara

Safety

Valley, and the FCWCD has designed storm drainage improvements that are expected to accommodate creek flows at development build-out.

GUIDING POLICY

- 9.4-G-1 Protect the community from risks to lives and property posed by flooding and stormwater runoff.

IMPLEMENTING POLICIES

- 9.4-I-1 Reduce hazards caused by local flooding through improvements and ongoing maintenance to the storm drain system and/or creek corridors.

- 9.4-I-2 Require new development to prepare hydrologic studies to assess storm runoff impacts on the local and subregional storm drainage systems and/or creek corridors. New development shall implement all applicable and feasible recommendations from the studies.

Developers shall provide an assessment of a project's potential impacts on the local and subregional storm drainage systems, so that the City can determine appropriate mitigation to ensure that system capacity and peak flow restrictions are not exceeded.

- 9.4-I-3 Require new development to provide a funding mechanism for ongoing maintenance of drainage facilities and other stormwater control measures. Maintenance may be by the City under contract, or by a private entity.

If wetlands are affected, maintenance of drainage facilities may include mitigation monitoring in compliance with regulatory requirements until these requirements have been met.

- 9.4-I-4 Establish landscape and maintenance guidelines for required detention basins to ensure that such facilities achieve a look and quality that is consistent with the landscape of San Ramon and applicable regulatory requirements.

Detention ponds provide aesthetic as well as safety benefits. Landscape and maintenance guidelines incorporated into a maintenance manual and ongoing monitoring would ensure that ponds in San Ramon are integral to the look and feel of the City landscape.

- 9.4-I-5 Maintain flood insurance rate maps and post for public education.

Encourage all property owners within flood hazard areas to carry flood insurance.

- 9.4-I-6 Explore new funding mechanisms for enhancing the riparian environment and converting, where possible, flood control channels back to a more natural setting while keeping the existing uses and maintaining sufficient carrying capacity of the channels.

- 9.4-I-7 All new developments shall not increase runoff to the 100-year peak flow in the City's flood control channels or to local creeks and shall be substantially equal to pre-development conditions. All new storm water systems shall be in compliance

with the requirements of the City's Stormwater Municipal Regional Permit issued by the San Francisco Regional Water Quality Control Board.

All cities within the Contra Costa County, including the City of San Ramon, are part of the Contra Costa Clean Water Program and are co-permittees of the Municipal Regional Permit issued by the San Francisco Bay Regional Water Quality Control Board. The Permittees are required within their respective jurisdictions to effectively prohibit the discharge of non-stormwater into the storm drain systems and watercourses through the enforcement of the Municipal Permit requirements at the local level.

- 9.4-I-8 New development shall be required to locate buildings above the 100-year floodplain and outside the special flood hazard area to minimize potential flood damages.

9.5 WILDLAND AND URBAN FIRES

The San Ramon Valley Fire Protection District (SRVFPD) provides fire protection services to the incorporated and unincorporated portions of San Ramon.

The risk of both urban and wildland fires exists in the San Ramon Planning Area (Figure 9-3).

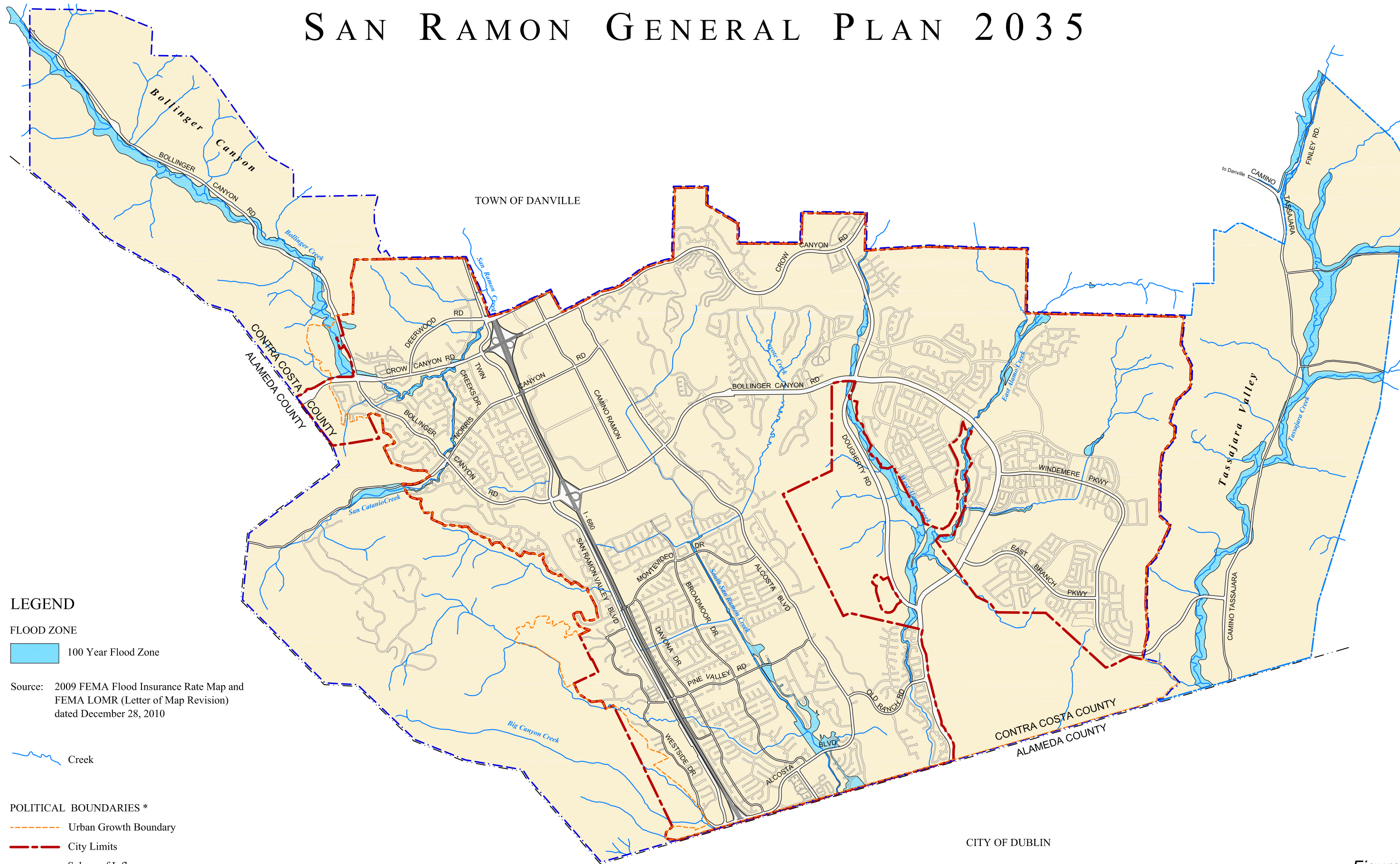
The hazards related to wildland fires are related to a combination of factors including winds, temperatures, humidity levels, fuel moisture content of vegetation and topography. The risk to the community is increased in some areas because of the combustibility of building materials including roofs, adequacy of access roads, water supply duration, and pressure and maintenance of flammable vegetation surrounding structures.

To quantify this potential hazard, the California Department of Forestry and Fire Protection (Cal Fire) has developed a fire modeling and mapping process that utilizes three main criteria in order to evaluate and recommend potential fire hazards in wildland areas. The criteria are type of vegetation, fire weather, and topography. The maps developed by Cal Fire identify areas as Fire Hazard Severity Zones and include three severity classifications: moderate, high, and very high.

Fire hazards in San Ramon are usually created by increases in the number of homes adjoining open space; therefore, much of the threat of wildland fires is due to open grasslands abutting residential developments. Many neighborhoods within the City are located in remote regions and are surrounded by grasslands. As San Ramon continues to expand, more of these wildland urban interface areas are created. This situation creates extreme fire hazards, and San Ramon is committed to planning development, with the help of fire protection agencies, that minimizes the risk of fire to the greatest extent possible.


Because of an extended dry season with low humidity, San Ramon has many days where fire danger is critical. Within the City, fuel loading is light and wildfire hazard is moderate, except in areas adjacent to the City where steep woodland slopes and rolling grassy hills create high to extreme hazards. Areas in San Ramon representing the greatest risk are the Dougherty Valley and Tassajara Valley areas to the east of the City Limit and the wildland areas at the Planning Area's western edge and northwestern corner.

SAN RAMON GENERAL PLAN 2035



LEGEND


FLOOD ZONE

 100 Year Flood Zone

Source: 2009 FEMA Flood Insurance Rate Map and FEMA LOMR (Letter of Map Revision) dated December 28, 2010


 Creek

POLITICAL BOUNDARIES *

 Urban Growth Boundary

 City Limits

 Sphere of Influence

 Planning Area Boundary

 County Boundary

* The locations of political boundaries are shown adjacent to each other for ease of identification. Actual political boundaries are coterminous when shown as contiguous, parallel, or overlap.



Figure 9-2
Flood Zones

(Updated on October 21, 2019)

SAN RAMON GENERAL PLAN 2035

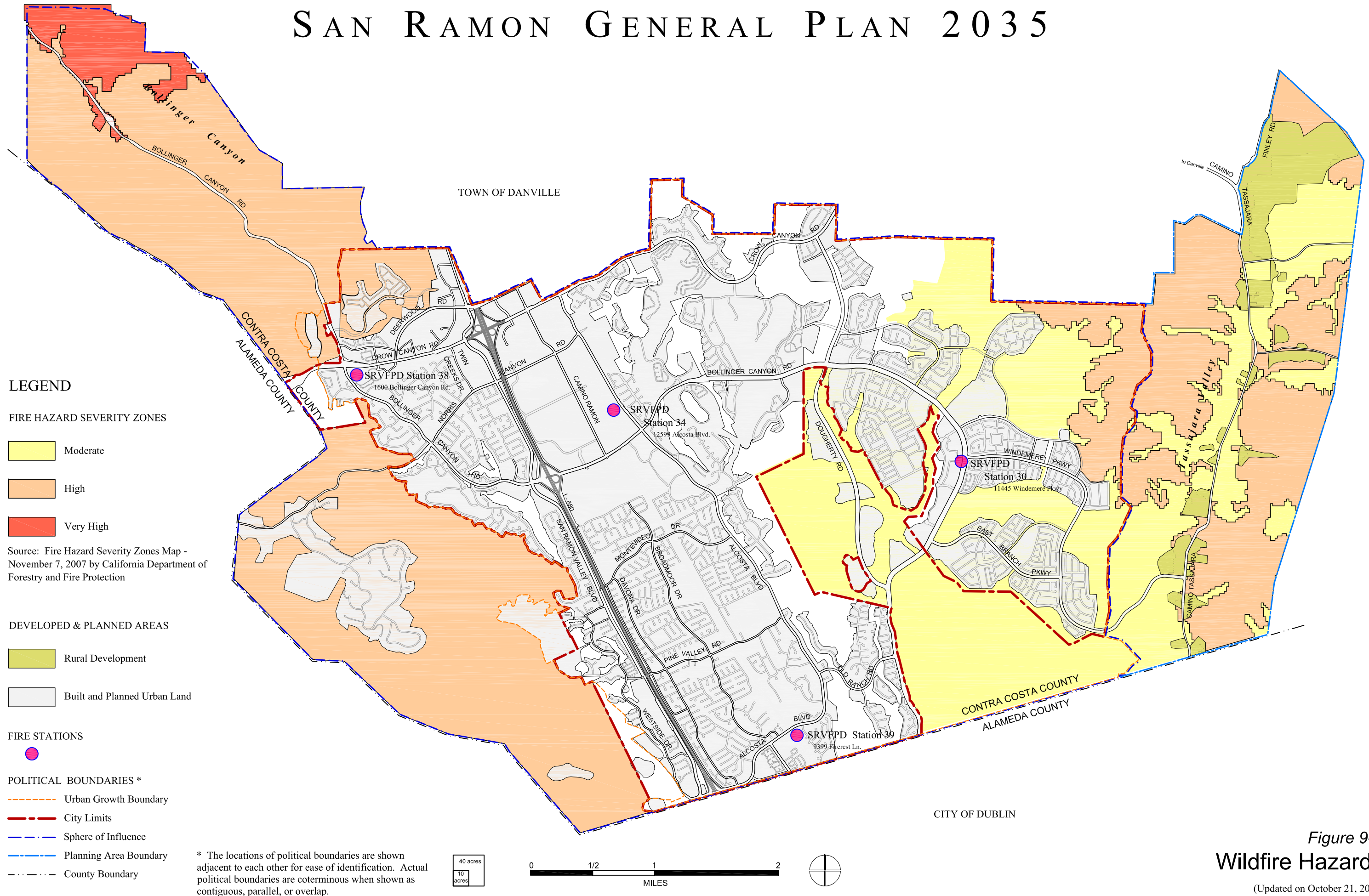


Figure 9-3
Wildfire Hazards

(Updated on October 21, 2019)

Safety

New development will likely create increased fire hazards caused by interactions between open grassland and dense residential development. Therefore, projected development in the City's Planning Area will likely require the construction of fire suppression services facilities for new subareas. The budgeting and timing of such construction should be considered with respect to safety and the pace of new development. Moreover, community design techniques that allow optimal fire services response time should remain a priority.

GUIDING POLICY

9.5-G-1 Minimize the risks to lives, property, and natural environment due to fire hazards.

IMPLEMENTING POLICIES

9.5-I-1 Require site design features, which are based on a wildfire risk assessment, and fire retardant building materials to reduce the risk of fire within the City.

While the City enforces the International Building Code on all development and redevelopment proposals in San Ramon, the San Ramon Valley Fire Protection District may determine, during the initial application review, whether a project is located in a Fire Hazard Area and require developments to utilize best development practices that allow for both the protection of the structure and the preservation of the open space.

9.5-I-2 Require the completion of a Fire Protection Plan for new development adjacent to a Fire Hazard Area in order to determine which mitigation measures are appropriate to minimize fire hazard.

9.5-I-3 Work with the Fire Protection District on planning for a new training facility at an appropriate location where neighborhood impacts would be mitigated.

9.5-I-4 Require sprinklers in new homes located more than 1.5-miles from a fire station.

9.5-I-5 Require sprinklers in all mixed-use development to protect residential uses from non-residential uses, which typically pose a higher fire risk.

Appropriate fire protection measures are necessary in mixed-use developments since residential units are typically in close proximity—either above or adjoining—to higher fire load non-residential occupancies, such as retail stores, offices, restaurants, etc.

10

Noise

The purpose of San Ramon's Noise Element is to set forth policies that regulate the ambient noise environment and protect residents from exposure to unacceptable noise levels.

Noises vary widely in their scope, source, and volume, ranging from individual occurrences such as leaf blowers, to the intermittent disturbances of overhead aircraft, to the fairly constant noise generated by traffic on freeways. Noise is primarily a concern with regard to noise-sensitive uses such as residences, schools, churches, and hospitals.

Noise is commonly defined as sounds or a series of sounds that are undesirable, intrusive, irritating, and/or disruptive to daily life. Vehicles are the primary noise source in San Ramon, with the highest noise levels observed near Interstate 680 (I-680) and arterial roadways. Other noise sources include construction activities, landscaping and maintenance activities, parking lot activities, mechanical equipment, and loading/unloading activities. Additionally, military training activities at Camp Parks Reserve Forces Training Area are observed within portions of South San Ramon and the Dougherty Valley.

10.1 MEASUREMENT OF NOISE

Sound levels are usually measured and expressed in decibels (dB) which is a unit of measurement indicating the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, etc.

There are several methods of refining decibel scales to make them reflect human perception. Most commonly used in California is the A-weighted sound level or dBA. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Figure 10-1 shows the decibel noise levels in units of dBA associated with different common sounds, and illustrates typical sound levels, while Figure 10-2 provides noise level criteria for a variety of land uses. Denotation of a land use as "normally acceptable" in Figure 10-2 implies that the highest noise level in that band is the maximum desirable for existing or conventional construction that does not incorporate any special acoustic treatment.

Noise descriptors used for analysis need to account for human sensitivity to nighttime noise. Common descriptors include the Community Noise Equivalent Level (CNEL) and the Day-Night Average Level (DNL, symbol L_{dn}). Both reflect noise exposure over an average day with weighting to reflect the increased sensitivity to noise during the night (10 pm to 7 am) and the CNEL descriptor provides an additional evening (7 pm to 10 pm) weighting. The two descriptors

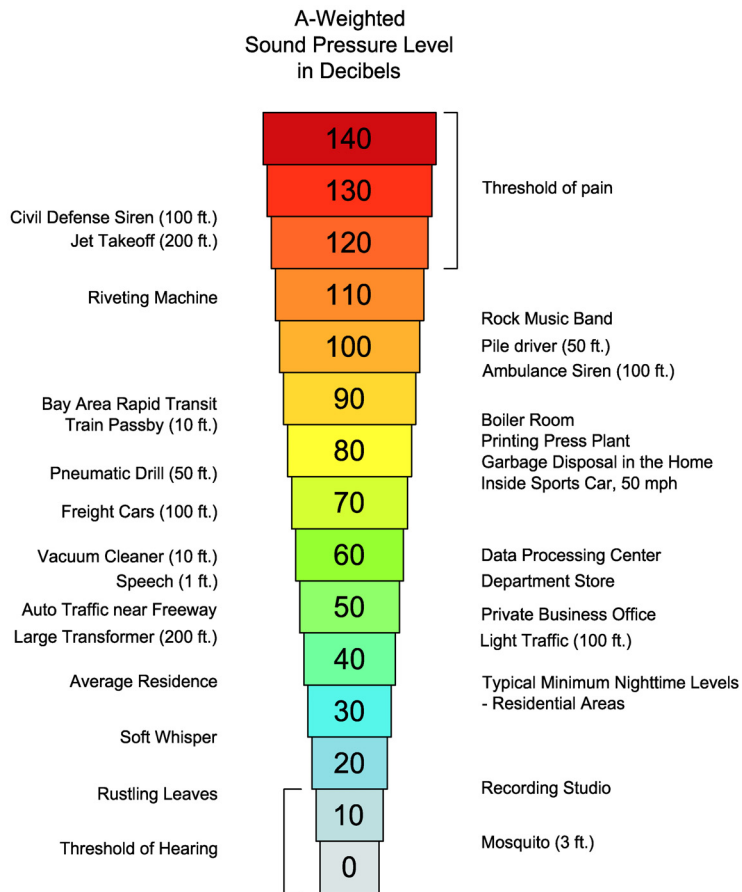
San Ramon General Plan 2035

are roughly equivalent. The CNEL descriptor is used in relation to major continuous noise sources, such as aircraft or traffic, and is the reference level for state noise law.

Knowledge of the following relationships is helpful in understanding how changes in noise and noise exposure are perceived:

- A change in sound level of less than 3 dB generally cannot be perceived;
- A 3 dB change is considered a just-noticeable difference;
- A 5 dB change is required before any noticeable change in community response would be expected; and
- A 10 dB increase is subjectively heard as an approximate doubling in loudness and almost always causes an adverse community response.

Figure 10-1: Typical Sound Levels



(n ft.) = Distance in feet between source and listener

Figure 10-1
Typical Sound Levels

Noise

Figure 10-2: Land Use Compatibility


LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE DNL OR CNEL, dB					
	55	60	65	70	75	80
Residential	Green	Green	Yellow	Yellow	Orange	Red
Transient Lodging - Motels, Hotels	Green	Green	Yellow	Yellow	Orange	Red
Schools, Libraries, Churches, Hospitals, Nursing Homes	Green	Green	Yellow	Yellow	Orange	Red
Auditoriums, Concert Halls, Amphitheaters	Green	Green	Yellow	Yellow	Orange	Red
Sports Arena, Outdoor Spectator Sports	Green	Green	Yellow	Yellow	Orange	Red
Playground, Neighborhood Parks	Green	Green	Green	Green	Orange	Red
Golf Course, Riding Stables, Water Recreation, Cemeteries	Green	Green	Green	Green	Orange	Red
Office Buildings, Business, Commercial and Professional	Green	Green	Green	Green	Orange	Red
Industrial, Manufacturing, Utilities, Agriculture	Green	Green	Green	Green	Orange	Red

 Normally Acceptable


Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

 Conditionally Acceptable

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.

 Normally Unacceptable

New construction or development should generally be discouraged. If new construction or development does proceed a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

 Clearly Unacceptable

New construction or development clearly should not be undertaken.

NOISE IN SAN RAMON

Noise in San Ramon is the result of both traffic and other sources. The nature of this noise is outlined below.

Traffic noise depends primarily on the speed of traffic and the percentage of truck traffic. Traffic volume has a lesser influence on traffic noise levels. The primary source of noise from automobiles is high frequency tire noise, which increases with speed. In addition, trucks and older automobiles produce engine and exhaust noise, and trucks also generate wind noise.

While tire noise from autos is generally located at ground level, truck noise sources can be located as high as ten to fifteen feet above the roadbed because of tall exhaust stacks and higher engines. For roads that are used heavily by trucks, sound walls are not as effective for mitigating such noise unless they are very tall.

According to common practice for residential areas, CNEL noise exposure up to 60 dB is considered “normally acceptable” for unshielded residential development. Noise levels above 60 up to 70 dB fall within the “conditionally unacceptable” range, and those in the range above 70 to 75 dB are considered “normally unacceptable.”

TRAFFIC NOISE LEVELS

The San Ramon Planning Area is subject to noise impacts from several transportation corridors, as illustrated in Figure 10-3. Noise contours are lines drawn around a noise source indicating equal levels of noise exposure.

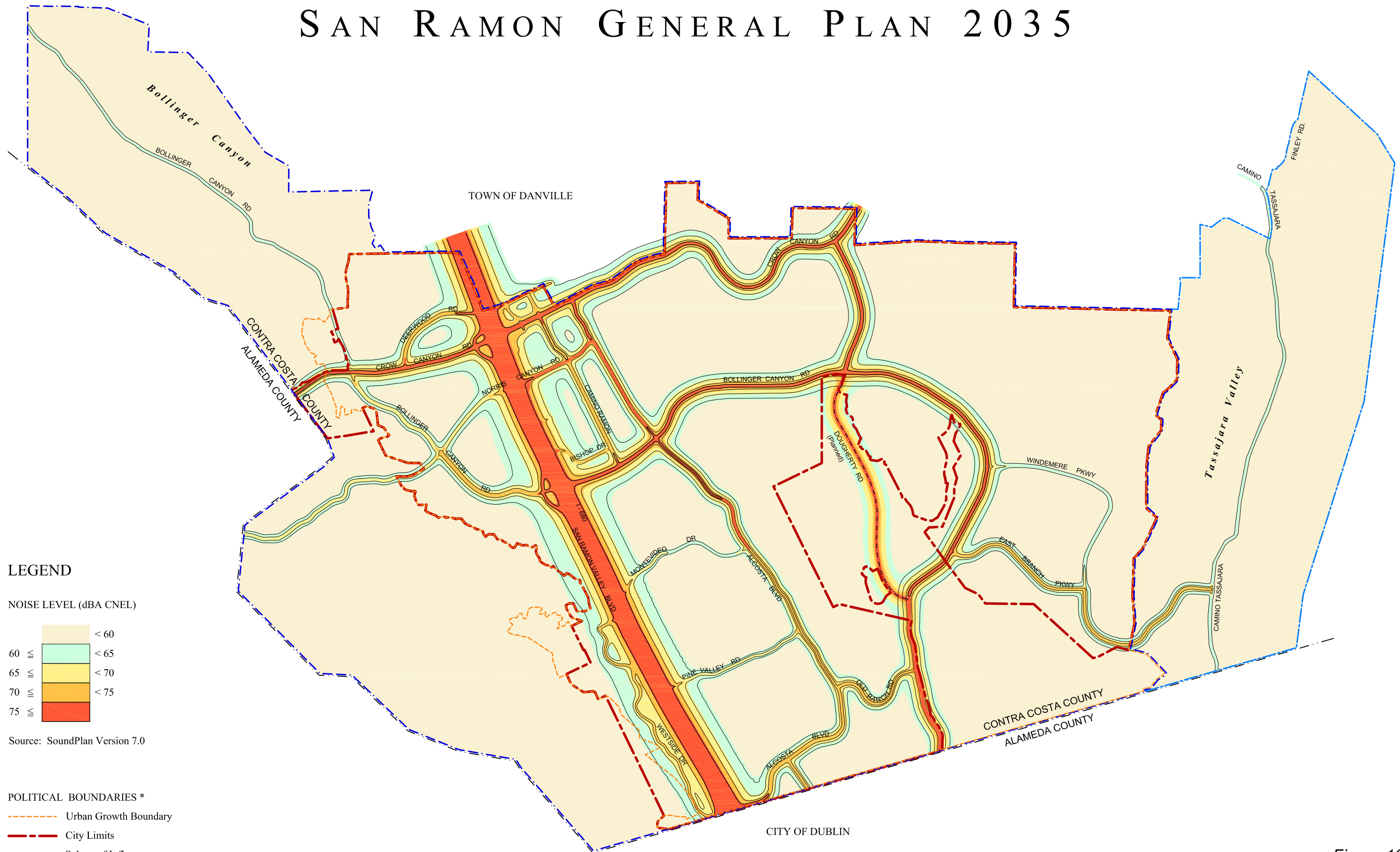
Figure 10-4 illustrates future noise contours throughout the Planning Area. By far the greatest contributor to noise is traffic on I-680. The California Department of Transportation (Caltrans) has constructed sound walls adjacent to the freeway and existing nearby homes, but this measure has occasionally increased ambient noise levels for residences located uphill and at greater distances from the sound walls. This traffic noise thus presents the City with the challenge of providing adequate noise mitigation other than sound walls along the freeway or throughout the City. Other areas that will experience significant increases in ambient noise levels include Crow Canyon Road, Bollinger Canyon Road, San Ramon Valley Boulevard, Old Ranch Road, Dougherty Road, East Branch Parkway and Windemere Parkway.

To address local street issues, San Ramon adopted a Residential Traffic Calming Program (RTC) in 1998. In 2006, the RTC Program was amended to reflect current trends. The purpose of the RTC Program is to reduce vehicle speeds, improve safety, increase awareness, and enhance the quality of life within residential neighborhoods through implementation of traffic calming measures. Slowing traffic as well as providing alternative modes of transportation could reduce vehicular noise.

CAMP PARKS

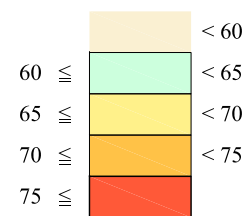
Camp Parks, an Army Reserve and National Guard training facility, consists of approximately 2,000 acres in Contra Costa and Alameda Counties. The installation occupies approximately 910 acres of the Planning Area adjacent to the Dougherty Valley and Tassajara Valley. Facilities include a live fire shoot house, rappel tower, training courses, learning centers, and bed space for more than 800 soldiers.

SAN RAMON GENERAL PLAN 2035



LEGEND

NOISE LEVEL (dBA CNEL)



Source: SoundPlan Version 7.0

POLITICAL BOUNDARIES *

- - - - - Urban Growth Boundary
- - - - - City Limits
- - - - - Sphere of Influence
- - - - - Planning Area Boundary
- - - - - County Boundary

* The locations of political boundaries are shown adjacent to each other for ease of identification. Actual political boundaries are coterminous when shown as contiguous, parallel, or overlap.



Figure 10-3
Existing Noise Contours

(Updated on October 21, 2019)

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Figure 10-4
Future Noise Contours
 (Updated on October 21, 2019)

* The locations of political boundaries are shown adjacent to each other for ease of identification. Actual political boundaries are coterminous when shown as contiguous, parallel, or overlap.

Noise

The U.S. Army prepared an Environmental Noise Management Plan for Camp Parks in 2005. The plan stated that helicopter and firearms training activities generate significant noise. The plan indicated that the incompatible use zone (Zone III) and normally incompatible use zone (Zone II), which are based on average noise exposure levels, were entirely contained within the installation boundaries. The plan noted that peak noise levels from individual training activities may be observed at nearby residential uses. As such, the plan recommended that neighboring jurisdictions require disclosure of noise levels as part of real estate development and transfer activities.

OTHER NOISE

Although traffic is the primary source of noise in San Ramon, other sources do exist. These sources include construction, landscaping and maintenance activities, parking lot activities, mechanical equipment, and loading/unloading activities. The policies of this Chapter address the full range of these sources.

The City's Noise Ordinance, adopted in 1987, establishes guidelines on limiting unnecessary and excessive noise. The standards in the Noise Ordinance works to reduce the potential impact noise may have to sensitive receptors and outlines remedies and penalties for noise violations. Additionally, the City's Zoning Ordinance provides noise reduction measures through separation and/or screening of noise-generating use.

GUIDING POLICY

10.1-G-1 Achieve an acceptable noise environment for the present and future residents of San Ramon.

IMPLEMENTING POLICIES

10.1-I-1 Minimize vehicular and stationary noise sources and noise emanating from intermittent activities.

The City's regulations restrict the hours of operation for a variety of noise sources, and State laws limit the noise levels of motor vehicles and some activities at industrial plants. The City's Residential Traffic Calming Program reduces vehicular noise through promoting alternative modes of transportation and implementing traffic-calming measures.

10.1-I-2 All projects that are exposed to noise greater than "normally acceptable" levels indicated in Figure 10-2 shall be required to submit a noise analysis. Applicable noise attenuation measures shall be implemented with the DNL reduced to 45 dB in all habitable rooms.

Noise attenuation measures may consist of conventional construction practices, open space and landscaping, building orientation and design, or other measures that buffer or mask sound. The City applies the standards of Title 24, Part II of the California Code of Regulations to all housing, thereby requiring an acoustical study if a proposed development will be located in an area exposed to a DNL (Day-Night Average Sound Level) in excess of 60 dB.

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- 10.1-I-3 Acoustical and vibration studies shall be prepared by qualified professionals in accordance with industry-accepted methodology. All applicable and feasible vibration reduction measures shall be incorporated into project plans.

Industry-accepted methodology means guidance issued by public agencies or private organizations. Examples include Caltrans, the Federal Highway Administration, and the Institute of Noise Control Engineering.

- 10.1-I-4 Alternatives to sound walls such as building orientation and landscaped buffers shall be considered during the design process. If deemed appropriate, sound walls shall be well-designed and appropriately sited.

Factors that should be considered in the design and siting of sound walls include height, decorative features, graffiti resistance, pedestrian mobility, and sight distances.

- 10.1-I-5 New development shall minimize their noise impacts on adjacent properties through appropriate means, including, but not limited to, the following actions:

- Screen and control noise sources, such as parking and loading facilities, outdoor activities and mechanical equipment,
- Increase setbacks for noise sources from adjacent dwellings,
- Retain or install fences, walls, and landscaping that serve as noise buffers,
- Use soundproofing materials and other building practices or materials,
- Encourage the use of commute alternatives,
- Control hours of operation, including deliveries and trash pickup, to minimize noise impacts, and
- Buffer noise along highways and arterial roadways through natural noise buffers and if necessary, install sound walls when compatible with neighborhood aesthetics and character.

- 10.1-I-6 Protect especially sensitive receptors such as schools, hospitals, and senior care uses, from excessive noise.

New development that may adversely impact sensitive receptors will be required to implement noise attenuation measures to limit excessive noise.

- 10.1-I-7 Implement the City's noise control standards to ensure appropriate regulation of common residential, commercial, and industrial noise sources.

- 10.1-I-8 Require new noise sources to use best available and practical control technology to minimize noise from all sources.

- 10.1-I-9 Continue to enforce the City's Noise Ordinance to reduce noise impacts.

Noise

10.1-I-10 Update and maintain the Noise Ordinance to improve the City's ability to reduce noise impacts.

10.1-I-11 Encourage new developments to provide facilities which support the use of alternative transportation modes such as walking, bicycling, carpooling and, where applicable, transit to reduce peak-hour traffic and vehicular noise.

Traffic and vehicular noise can be reduced using site design incentives like mixing of land uses, pedestrian/bicycle trail connections, park and ride lots, and designated carpool/vanpool parking areas.

10.1-I-12 Designate local truck routes to minimize truck traffic in noise-sensitive land use areas.

10.1-I-13 Encourage mixed-use and commercial developments to locate noise generating components such as loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noisier components away from residential development.

Noise impacts can be reduced by identifying noise-generating components and by locating and/or screening them to minimize impacts to residential development.

10.1-I-14 Construction activities are exempt from the standards set forth in Figure 10-2, but must implement all practical noise attenuation measures and practices to limit adverse impacts on nearby land uses.

Noise attenuation measures and practices include limits on hours of operation, use of mufflers or engine shrouds, identification of truck haul routes, installation of temporary fencing or barriers, and locating staging areas as far as practicable from sensitive receptors.

10.1-I-15 Continue to enforce state laws and local ordinances that pertain to nuisance noise.

Nuisance noise includes car alarms, car stereos, car and motorcycle exhaust systems, barking dogs, and other sources that diminish the quality of life.

10.1-I-16 Require evaluation of potentially harmful noise sources such as pure tones. Prohibit or place restrictions on such sources if the evaluation indicates that they may be harmful.

A "pure tone" is defined as sound that can be judged as a single pitch or set of single pitches. Although not commonly found in suburban noise environments, pure tones can be harmful to human hearing and also may be perceived as highly annoying.

10.1-I-17 For purposes of city analyses of noise impacts, and for determining appropriate noise mitigation, a significant increase in ambient noise levels is assumed if the project causes ambient noise levels to exceed the following:

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- The ambient noise level is less than 60 dB L_{dn} and the project increases noise levels by 5 dB or more.
- The ambient noise level is 60-65 dB L_{dn} and the project increases noise levels by 3 dB or more.
- The ambient noise level is greater than 65 dB L_{dn} and the project increases noise levels by 1.5 dB or more.

10.1-I-18 Require disclosure of potential noise impacts as part of real estate developments and transfers of land ownership within the Suggested Noise Disclosure Area of Camp Parks.

11

Housing

11.1 INTRODUCTION

The Housing Element establishes the City's housing policies for the planning period of January 31, 2015 through January 31, 2023. It guides City officials in decision making and sets forth an action plan to implement the housing goals. This Housing Element is intended to direct residential development and preservation in a manner consistent with the San Ramon General Plan and overall requirements of the State Housing Element law.

SCOPE AND CONTEXT

This Housing Element complies with both the letter and spirit of voter-approved Measure G (1999). The General Plan takes advantage of infill opportunities while preserving the valued "quality of life" aspects of San Ramon. A central guiding theme used throughout preparation of the General Plan was "smart growth" development patterns, which focus on reuse and intensification of existing sites to provide expanded housing opportunities. A significant workforce housing supply is proposed to meet the City's share of regional housing needs, primarily through redevelopment.

Building on a housing needs assessment and evaluation of the City's housing programs, available land, and constraints on housing production, this Housing Element presents a comprehensive set of housing policies and programs. The Housing Element is organized to address all of the topics required by the Government Code and State Housing Element guidelines. Specifically, the Element contains the following discussions:

- Population and employment trends;
- Household characteristics;
- Special housing needs;
- Governmental and non-governmental constraints;
- Opportunities for energy conservation;
- Existing assisted housing developments;
- Goals, policies, and quantified housing objectives; and
- Housing Programs (Government Code Section 65583).

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

General Plan 2035 is comprised of eleven elements: 1) Economic Development; 2) Growth Management; 3) Land Use; 4) Traffic and Circulation; 5) Parks and Recreation; 6) Public

Housing

Facilities and Utilities; 7) Open Space and Conservation; 8) Safety; 9) Noise; 10) Housing; and 11) Air Quality and Greenhouse Gas.

The Housing Element reflects the General Plan strategy of providing workforce housing through an Urban Growth Boundary (UGB), encouraging a more compact urban form through increased densities and infill development, and designating mixed use centers that include a residential component. While other elements of the General Plan implement a range of the “smart growth” components, the Housing Element focuses specifically on what this means for the provision of workforce housing in San Ramon. This Element is integral to the overall General Plan and is therefore internally consistent with all other Plan elements.

The City will ensure consistency between the Housing Element and the General Plan over time because Measure G (1999) specifically provides authority for the City Council and Planning Commission to amend the General Plan with a four/fifths vote. General Plan 4.6-1-3 also calls for a review of the UGB in 2022 to provide an opportunity to review the effectiveness of the UGB in maintaining the necessary housing and employment balance for the horizon year. Measure G (1999) does provide for interim updates to ensure internal consistency and meet the requirements of State Planning Law for a current Housing Element.

PUBLIC OUTREACH

Section 65583 (c)(6)(B) of the Government Code states that “local government shall make diligent effort to achieve public participation of all the economic segments of the community in the development of the housing element and the program shall describe this effort.” Public participation played an important role in the formulation of San Ramon’s housing goals and policies.

HOUSING ELEMENT STUDY SESSIONS/PUBLIC HEARINGS

The City conducted five study sessions and seven public hearings to discuss the Housing Element update:

- **Joint Planning Commission/Housing Advisory Committee Workshop (September 17, 2013):** This meeting provided an overview of the Housing Element requirements, contents, potential challenges, and update process. Initial input was received from Planning Commissioners, Housing Advisory Committee members, and the public.
- **Joint Planning Commission/Housing Advisory Committee Workshop (October 15, 2013):** During the second study session, staff presented potential policy changes to the Planning Commission and Housing Advisory Committee. Public comments were also received.
- **Joint City Council/Planning Commission Workshop (February 18, 2014):** During the third study session, staff presented potential policy changes and land use modifications to the Planning Commission and City Council. Public comments were also received.
- **Joint City Council/Planning Commission Workshop (September 23, 2014):** During the fourth study session, additional policy improvements and changes were discussed by the Planning Commission and City Council. Public comments were also received.

Housing

- **Planning Commission Public Hearing (October 21, 2014):** The Draft Housing Element was reviewed before the Planning Commission.
- **Planning Commission Public Hearing (November 4, 2014):** The Draft Housing Element was reviewed before the Planning Commission.
- **Joint City Council/Planning Commission Workshop (November 18, 2014):** During the fifth study session, additional policy changes were discussed by the Planning Commission and City Council. Public comments were also received.
- **Planning Commission Public Hearing (December 2, 2014):** The Draft Housing Element was reviewed before the Planning Commission.
- **Planning Commission Public Hearing (January 6, 2015):** The Final Draft Housing Element was reviewed by the Planning Commission and recommended to the City Council for adoption.
- **City Council Public Hearing (January 27, 2015):** The Draft Housing Element was reviewed before the City Council.
- **City Council Public Hearing (February 10, 2015):** The Draft Housing Element was reviewed before the City Council.
- **City Council Public Hearing (April 28, 2015):** The Final Housing Element was adopted by the City Council.

Meetings were posted on the City's website, community locations, and/or advertised in *San Ramon Valley Times*. Meeting invitations were also sent to service providers that serve the City's lower and moderate income persons and persons with special needs. Public hearing notices were sent to housing opportunity site property owners to inform them of proposed General Plan 2035 changes and to seek input on the Housing Element update.

ADVISORY COMMITTEE

The City has a Housing Advisory Committee (HAC) that focuses on housing development in the City. During the process of updating the Housing Element, housing policy issues were discussed with HAC. These were regularly scheduled meetings and agendas were posted on the City's website. Specific Housing Element related policies were discussed with HAC on April 25, 2013, July 25, 2013, August 29, 2013, May 29, 2014, August 28, 2014, and October 23, 2014.

SERVICE PROVIDER INTERVIEWS

As part of this Housing Element update, the City of San Ramon consulted with affordable housing providers and nonprofit service providers to obtain input on housing needs and programs. 15 agencies were contacted for consultation, however only seven agencies responded to the telephone interviews and these are: Satellite Affordable Housing Associates; Contra Costa Interfaith Housing; Diablo Valley Foundation on Aging; OnLok, Inc.; Independent Living Resources of Contra Costa County; SHELTER, Inc. and Habitat for Humanity. Their comments are summarized below:

- **Affordable Housing:** In general, affordable housing developers need assistance in identification of sites and funding. Easing development standards can also increase

Housing

the feasibility of sites along with expediting entitlement processing and having political support for affordable housing. Units suitable for first-time homebuyers are also in great demand. These can be multi-family units such as condominiums and townhomes that are generally lower costs. Housing should be offered near employment centers, accessible to public transportation, and walking distance to amenities such as afterschool centers and shopping.

- **Homeless:** While transitional housing for the homeless is needed in the region, San Ramon does not have a large homeless population nor the support services to assist the homeless. Due to the high cost of rent and land in the Tri-Valley, subsidizing rents and building permanent housing for the homeless is extremely difficult.
- **Senior Housing:** Assistance to help seniors maintain independent living is needed. Seniors need affordable housing due to their limited, fixed incomes as well as access to services such as transit, healthcare, and community organizations. Non-institutional types of senior housing, such as assisted living facilities and senior apartments are needed in the community.

Appendix 11-A summarizes the agencies consulted, the services they provide, and housing needs identified.

HOUSING ELEMENT WEBPAGE

To facilitate timely dissemination of information on the Housing Element, programs and updates, the City maintains a Housing webpage on its official site at:

<http://www.sanramon.ca.gov/cms/One.aspx?portalId=10826130&pageId=11585123>

This webpage is updated as new information is available.

HOUSING ELEMENT FACT SHEET

The City also created a *Housing Element Fact Sheet* that contains an overview of the Housing Element requirements and existing housing programs. The *Fact Sheet* also offers a space for residents to provide comments on housing issues. The *Fact Sheet* was distributed at community locations and community events (such as the City's Art & Wind Festival).

CITY NEWSLETTER

The City also mailed a citywide newsletter to all households seeking comments on the Housing Element.

HOUSING ELEMENT RESPONSES

Based on the community outreach and responses received from City-elected and appointed officials, residents, and community groups, a series of changes were made to the current Housing Element. Specifically, in response to input from HAC, Planning Commission, and City Council, several housing policies are proposed for modification:

- Establishing a residential density range for the Mixed Use (MU) zone to guide housing development.

Housing

- Adding and strengthening policies addressing the need for accessible housing and senior housing.
- Examining the realistic potential of several Housing Opportunity Sites identified in the previous Housing Element.

11.2 HOUSING NEEDS ASSESSMENT

The City strives to achieve a balanced housing stock that meets the varied needs of all income segments of the community. To understand the City's housing needs, the nature of the existing housing stock and the housing market are comprehensively evaluated. This section of the Housing Element discusses the major components of housing needs in San Ramon, including population, household, economic and housing stock characteristics. Each of these components is presented in a regional context, and, where relevant, in the context of other nearby communities. A brief history of San Ramon provides community context and a foundation for the discussion of San Ramon's housing needs. This assessment serves as the basis for identifying the appropriate goals, policies, and programs for the City to implement during the 2015-2023 Housing Element cycle.

BRIEF HISTORY OF SAN RAMON

No longer a quiet outskirts of the Bay Area, the City of San Ramon values the past while looking to the future. The area of modern day San Ramon was once home to the Seunen and Ohlone/Costanoans Native Americans who lived adjacent to the valley creeks. By the 19th Century, the area served as grazing land for the Mission San Jose until it was eventually included in Jose Maria Amador's 16,000 plus acre Rancho San Ramon. American settlers first came to the area in 1850 when Leo and Mary Jane Norris purchased 4,450 acres of land from Amador. The first village settlement developed at the present day intersection of Deerwood Road and San Ramon Valley Blvd. A stage line, general store, grammar school, and post office were established in a 10-year period from 1863 to 1873.

The arrival of the San Ramon Branch Line of the Southern Pacific in 1891 brought modest changes to the community. Until 1909, San Ramon was the terminus for the line and boasted a two-story depot, the engine house, and a turnaround for the locomotive. The San Ramon Community Hall became the town's center early in 1911, drawing farm and ranch families to dances, school programs, and plays. This prominent civic building was still standing in 1960. As with the entire Tri-Valley area, agriculture was the basis for San Ramon economy until suburban development began. For years a sign "San Ramon Population 100" accurately reflected the number of people in the area, with the whole San Ramon Valley having just over 2,000 people for many decades.

In 1966, the Interstate 680 freeway was completed through San Ramon to Dublin and the designation "San Ramon Village" first appeared in the 1970 census with a count of 4,084 people. Developers Ken Volk and Bob McClain built the first San Ramon suburban homes close to the southern county line. A special district, the Valley Community Services District (VCSD), provided the water, parks, sewer, fire protection and garbage collection for the new homes. In 1970, Western Electric purchased 1,733 acres of the Bishop Ranch and proposed a "new town" complete with a variety of housing, green belts, stores, and light industry, placed in the center of San Ramon. Eventually part of the land became new homes and, in

Housing

1978, 585 acres became today's Bishop Ranch Business Park - a premier modern office development. San Ramon incorporated in 1983 and built a new library, community center, parks, and hospital soon thereafter. The City of San Ramon evolved rapidly from a bedroom community into the balanced City it is today.

POPULATION CHARACTERISTICS AND TRENDS

The type and amount of housing needed in a community is largely determined by population growth and various demographic variables. Factors such as age, cultural preference, household size, occupation, and income work to influence the type of housing needed and the ability of existing and future residents to afford housing.

POPULATION GROWTH

San Ramon has experienced steady population growth over the past few decades. The City's population increased 61 percent from 2000 to 2010 and another seven percent since 2010 to reach 77,270 persons in 2014 (Table 11-1). The San Ramon General Plan estimates buildout population within the planning area at 96,179 in 2035. San Ramon's population increased by a higher rate than that observed in Contra Costa County and most surrounding jurisdictions.

The Association of Bay Area Governments (ABAG) projects continued population growth within incorporated cities of Contra Costa County and nearby Alameda County through 2035. The City estimates that population growth at General Plan buildout will exceed ABAG's projections due to implementation of local land use plans not accounted for in ABAG's projection estimates (see Land Use Element). Most of the projected population growth is expected to occur within infill areas and through annexation of the Dougherty Valley Specific Plan area. Development opportunities exist in the western portion of the City, along with infill development sites in the North Camino Ramon Specific Plan area and the Crow Canyon Specific Plan Area.

AGE CHARACTERISTICS

A community's current and future housing needs are determined in part by the age characteristics of residents. Typically, each age group has distinct lifestyles, family types and sizes, ability to earn incomes, and therefore, housing preferences. As people move through each stage of life, housing needs and preferences change. For example, young householders without children will have different housing preferences than middle-age householders with children or senior householders whose children are adults and do not live at home. Consequently, evaluating the age characteristics of a community is important in determining the housing needs of residents.

San Ramon's population increased in children and seniors between 2000 and 2010 (Figure 11-1). During this period, the proportion of the City's population belonging to each age cohort under 20 and over 60 increased, whereas the proportion of residents over 19 to 59 years of age decreased. As of 2010, 31 percent of San Ramon residents were under 19 years old and eight percent of the population was comprised of seniors age 65 and up. Approximately 56 percent of the population was between the age of 21 and 59, which is generally considered prime workforce age.

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Table 11-1: Population Growth Trends

<i>Jurisdiction</i>	<i>2000¹</i>	<i>2010¹</i>	<i>2014²</i>	<i>2035³</i>	<i>Population Growth</i>		
					<i>2000-2010</i>	<i>2010-2014</i>	<i>2014-2035</i>
Brentwood	23,302	51,481	54,741	58,400	121%	6%	7%
Concord	121,780	122,067	124,656	167,500	0.2%	2%	34%
Danville	41,715	42,039	43,146	46,100	1%	3%	7%
Dublin	29,973	46,036	53,462	68,500	54%	16%	28%
Livermore	73,345	80,968	84,852	99,900	10%	5%	18%
Pittsburg	56,759	63,264	66,368	86,400	11%	5%	30%
Pleasanton	63,654	70,285	73,067	87,800	10%	4%	20%
Richmond	99,216	103,701	106,138	133,100	5%	2%	25%
San Ramon	44,722	72,148	77,270	85,500	61%	7%	11%
Walnut Creek	64,296	64,173	66,183	79,600	-0.2%	3%	20%
County	948,816	1,049,025	1,087,008	1,280,300	11%	4%	18%

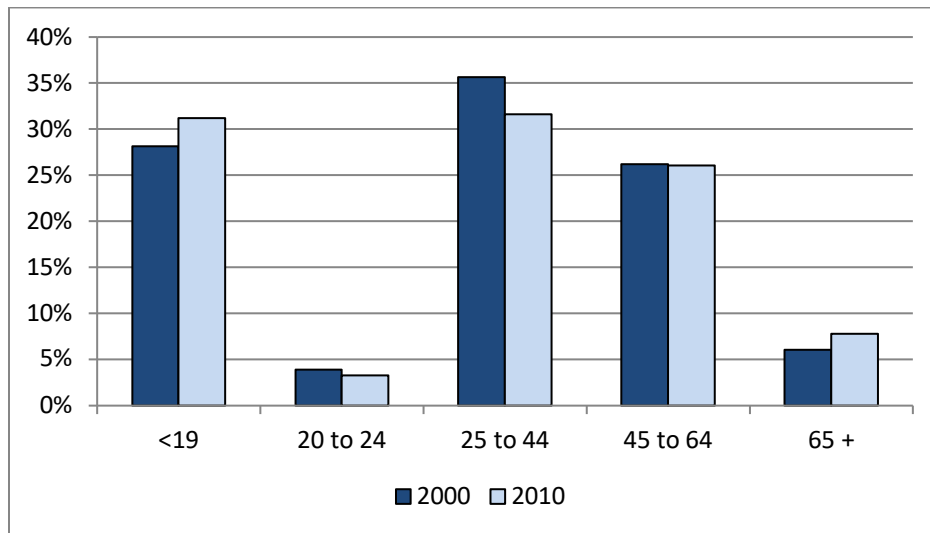
Sources:

¹ US Census Bureau, 2000 Census, and 2010 Census.

² California Department of Finance, 2014.

³ ABAG – Projections, 2013.

Figure 11-1: Age Characteristics: 2000 and 2010



Source: US Census Bureau, 2000 Census, and 2010 Census.

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Although the median age of San Ramon residents is slightly lower than the median age of County residents (37.1 vs. 38.5 respectively), historically, seniors have comprised a smaller proportion of the City's population when compared to the proportion of seniors living in nearby jurisdictions (Table 11-2). San Ramon's population is comprised of slightly more children in 2010 when compared to most nearby communities as well.

Overall, the age distribution of San Ramon reflects a community of primarily families with primary and secondary school age children. The generally high cost of housing in the City has resulted in the decline in the proportion of younger people who are just entering the workforce.

Table 11-2: Age Characteristics

<i>Jurisdiction</i>	<i>Under 19</i>		<i>65 And Up</i>		<i>Median Age</i>
	<i>2000</i>	<i>2010</i>	<i>2000</i>	<i>2010</i>	<i>2010</i>
Brentwood	33%	34%	10%	11%	35.6
Concord	25%	25%	11%	12%	37.0
Danville	29%	29%	10%	14%	44.5
Dublin	21%	25%	5%	7%	35.3
Livermore	28%	28%	8%	10%	38.3
Pittsburg	31%	31%	8%	9%	32.5
Pleasanton	28%	29%	8%	11%	40.5
Richmond	28%	28%	10%	10%	34.8
San Ramon	26%	31%	6%	8%	37.1
Walnut Creek	18%	18%	25%	27%	47.9
Contra Costa County	27%	27%	11%	12%	38.5

Source: US Census Bureau, 2000 Census, and 2010 Census.

RACE/ETHNICITY CHARACTERISTICS

A community's racial and ethnic composition may have implications for housing needs to the extent that different groups have different household characteristics and cultural backgrounds that may affect housing needs and preferences. Recent studies have also suggested that different racial and ethnic groups differ in their attitudes toward and/or tolerance for "housing problems" as defined by the federal Department of Housing and Urban Development (HUD), including overcrowding and housing cost burden.¹ According to these studies, perceptions

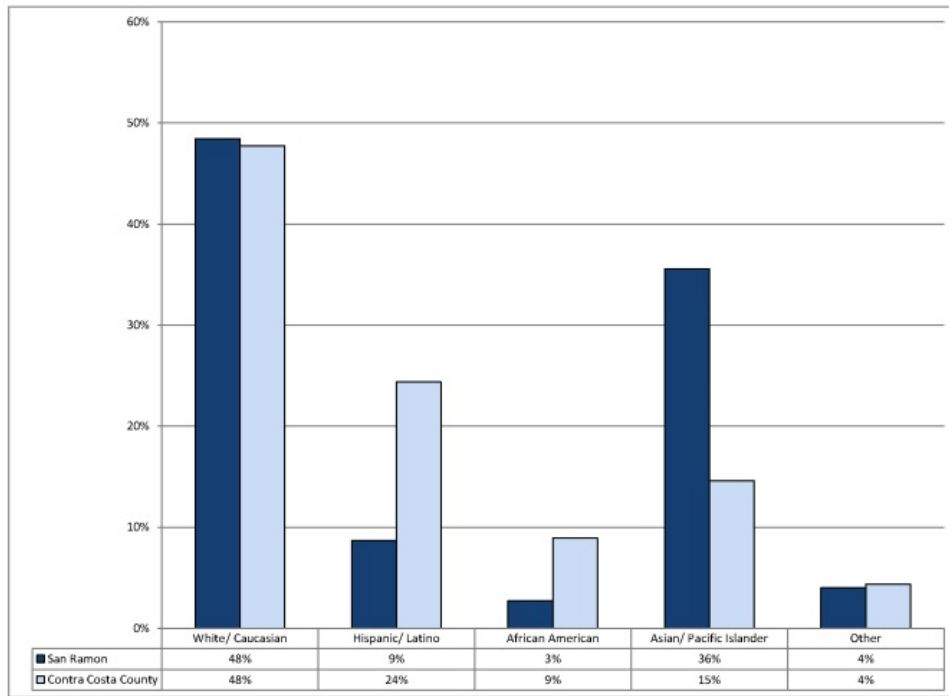
¹ Studies include the following: "The Determinants of Household Overcrowding and the Role of Immigration in Southern California" by S.Y. Choi (1993); "The Changing Problem of Overcrowding" by D. Myers, William Baer, and S.Y. Choi (1996); and "Immigration Cohorts and Residential Overcrowding in Southern California" by D. Myers and S.W. Lee (1996).

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regarding housing density and overcrowding, as well as the cultural practices of living with extended families tend to vary among racial and ethnic groups. Communities with a high proportion of Asian and Hispanic households tend to have a larger average household size due to the cultural practice of living with extended family members. In contrast, communities with a high proportion of White households tend to have a smaller average household size.

According to the Census, 48 percent of San Ramon's population is White or Caucasian, 36 percent Asian or Pacific Islander, nine percent Hispanic or Latino, three percent African American, and four percent some other race. A larger proportion of San Ramon's population is White/Caucasian and Asian/Pacific Islander when compared to the County's population overall (Figure 11-2).

Figure 11-2: Racial/Ethnic Composition



Source: US Census Bureau, 2010 Census.

HOUSEHOLD CHARACTERISTICS

A household is defined by the Census as all persons who occupy a housing unit. Households include families, single persons, and unrelated persons sharing a housing unit. Persons residing in group quarters such as dormitories, prisons, or convalescent homes are not considered households. The characteristics of a community's households serve as important indicators of the type and size of housing needed in a community.

Household type and size, income levels, the presence of special needs populations, and other household characteristics determine the type of housing needed by residents, their preferences, and their ability to obtain housing that meets their needs. This section details the various household characteristics affecting housing needs.

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HOUSEHOLD TYPE

Different household types generally have different housing needs. Seniors or young adults usually comprise the majority of the single-person households and tend to reside in apartment units, condominiums, or smaller single-family homes. Families with children often prefer single-family homes.

According to the Census, 25,284 households lived in San Ramon in 2010. Over three-quarters of all households were families and a majority of families had children (Table 11-3). The household composition in San Ramon is generally comprised of more families with children and less singles in comparison to the County overall. Family households made up a smaller percentage of County households, while single households made up a larger percentage of County households.

HOUSEHOLD SIZE

Household size is another important indicator of housing need. The presence of families with children, students, and elderly persons, among other groups, can have different effects on the average household size in a community. For example, household size is smaller, on average, in communities where the proportion of senior residents (65+) is large in relation to the proportion families with children.

According to the California Department of Finance, the City's average household size increased from 2.85 persons per household in 2010 to 2.91 in 2014. This increase is consistent with the relative increase in household size reported throughout the County during this time period. The average size of San Ramon households was higher than the County's average household size of 2.81 in 2014. ABAG projects that San Ramon's average household size will decline slightly to 2.87 by 2035.

HOUSEHOLD INCOME

Income is the most important factor affecting housing opportunities, as it leads directly to the ability of households to balance housing costs with other basic necessities. While housing choices, such as tenure (owning versus renting) and location of residences are very much income-dependent, household size and type often affect the proportion of income that can be spent on housing.

The median of household incomes reported to the U.S. Census Bureau's American Community Survey (ACS) by San Ramon residents is the second highest among neighboring jurisdictions (Figure 11-3). The City's median household income between 2007 and 2011 (\$124,014) was substantially higher than the median income reported for the County that same period (\$79,135).

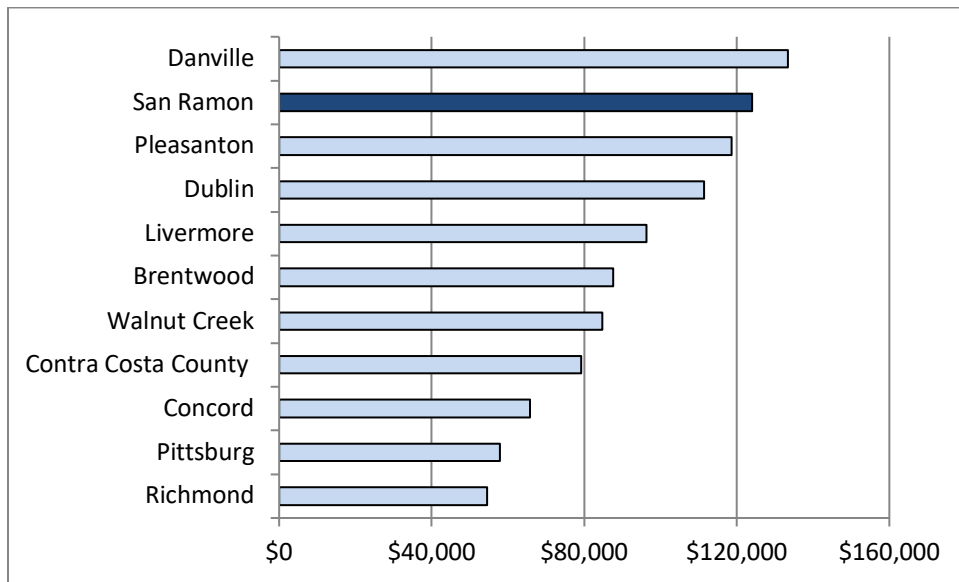
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Table 11-3: Household Type – 2010

<i>Household Type</i>	<i>San Ramon</i>		<i>Contra Costa County</i>	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
Families	19,165	76%	265,280	71%
With children	11,607	46%	126,893	34%
With no children	7,558	30%	138,387	37%
Singles	4,682	19%	85,055	23%
Other non-families	1,437	6%	25,029	7%
Total Households	25,284	100%	375,364	100%

Source: US Census Bureau, 2010 Census.

Figure 11-3: Median Household Income (2007-2011)



Source: US Census Bureau, ACS, 5-Year Estimates, 2007-2011.

Median household income as a statistic only provides partial insight into a community's income profile. A more detailed breakdown of households by income category can provide more information about the proportion of households in San Ramon whose limited incomes may lead them to have a higher incidence of housing problems such as overpayment (paying more than 30 percent of income on housing) or overcrowding (having more than one person per room).

According to the ACS, five percent of households earned less than \$25,000, while approximately nine percent of City households earned incomes between \$25,000 and

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\$49,999 (Table 11-4). Twenty-one percent of San Ramon’s households earned incomes between \$50,000 and \$99,999 and nearly two-thirds (64 percent) reported \$100,000 or more in income. In comparison, the County income distribution was skewed toward the lower income levels, explaining the lower median household income reported for the Contra Costa County when compared to San Ramon.

Table 11-4: Household Income Distribution – 2008-2012

<i>Household Income</i>	<i>% of Households</i>	
	<i>San Ramon</i>	<i>County</i>
Less than \$10,000	1%	4%
\$10,000 to \$14,999	1%	4%
\$15,000 to \$24,999	3%	7%
\$25,000 to \$34,999	4.5%	7%
\$35,000 to \$49,999	5%	10%
\$50,000 to \$74,999	11%	16%
\$75,000 to \$99,999	11%	12%
\$100,000 or more	64%	40%
Total	100%	100%

Source: US Census Bureau, ACS, 5-Year Estimates, 2008-2012.

The income characteristics of San Ramon can be explained by the relatively high proportion of residents with high-wage occupations. As explained in greater detail later in this Housing Element, the ACS shows that 60 percent of San Ramon employed residents worked in professional and management occupations, compared to 41 percent of the employed residents countywide. San Ramon residents’ advanced educational attainment is also consistent with the City’s high household incomes and occupational profile. According to the ACS, over half of San Ramon residents aged 25 years and older (62 percent) had at least a Bachelor’s degree compared to only 29 percent of residents 25 years and older throughout the county.

The State and Federal government classify household income into several groupings based upon the relationship to the County Area Median Income (AMI), adjusted for household size. For purposes of the Housing Element, the State of California utilizes the following income groups:

- Extremely Low 0-30% AMI
- Very Low 31-50% AMI
- Low 51-80% AMI

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- Moderate 81-120% AMI
- Above Moderate 120%+ AMI

In 2010, approximately 84 percent of the San Ramon households earned moderate or above moderate incomes (Table 11-5), while 16 percent of households had incomes in the extremely low, very low, and low income levels.²

Table 11-5: San Ramon Households by Income Category (2010)

<i>Income Category (% of County AMI)</i>	<i>Households</i>	<i>Percent</i>
Extremely Low (30% or less)	1,065	4%
Very Low (31 to 50%)	1,140	5%
Low (51 to 80%)	1,625	7%
Moderate or Above (over 80%)	20,525	84%
Total	24,355	100.0%

Source: HUD, Comprehensive Housing Affordability Strategy (CHAS), 2010.

OVERCROWDING

Overcrowding is typically defined as a housing unit occupied by more than one person per room.³ Overcrowding typically occurs when there are not enough adequately sized units within a community, when high housing costs relative to income force too many individuals to share a housing unit than it can adequately accommodate, or when families reside in smaller units than they need to devote income to other necessities, such as food and health care. Overcrowding tends to accelerate the deterioration of housing. Therefore, maintaining a reasonable level of occupancy and alleviating overcrowding are critical to enhancing quality of life.

According to the 2008-2012 ACS, approximately two percent of housing units in the City (443 units) were overcrowded. Overcrowding disproportionately affected renters (four percent of renters versus one percent of owners), indicating overcrowding may be the result of an inadequate supply of larger sized rental units. While 72 percent of occupied housing units in the City had three or more bedrooms (the minimum size considered large enough to avoid most overcrowding issues for large households), only a small portion of these units (eight percent) were occupied by renters.

² Data was obtained from the Comprehensive Housing Affordability Strategy (CHAS) prepared for HUD by the Census Bureau using 2010 Census data. CHAS data does not provide a breakdown of household income for those with more than 80 percent AMI as those households are not qualified for federal housing programs.

³ Based on the Census Bureau's definition of "room," which excludes bathrooms, porches, balconies, foyers, halls, unfinished spaces, or half-rooms. See ACS, question #7a.

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When compared to the County, overcrowding is not a significant issue in San Ramon. The 2008-2012 ACS shows overcrowding affected four percent of all housing units countywide, including two percent of owner units and nine percent of renter units.

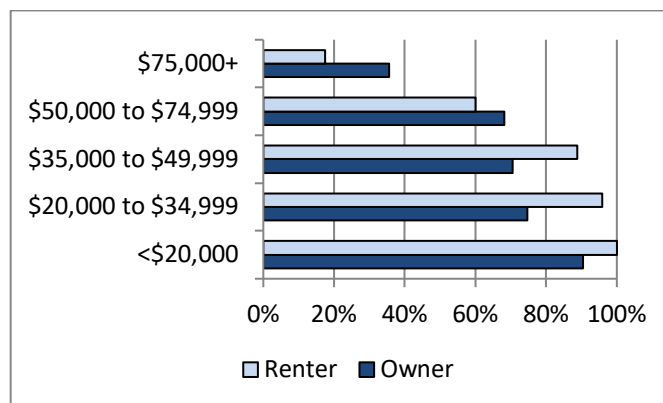
OVERPAYMENT

A household is considered to overpay for housing (or cost burdened) if it spends more than 30 percent of its gross household income on housing. Problems of overpayment occur when housing costs rise faster than incomes or when households are forced to pay more than they can afford for housing of adequate size, condition, and amenities to meet their needs. The prevalence of overpayment varies significantly by income, tenure, household type, and household size.

The 2008-2012 ACS reported that 43 percent of San Ramon households overpaid for housing. Overall, overpayment affected renters more than homeowners (47 percent vs. 42 percent respectively). A closer look at the data by income category reveals that a higher proportion of lower income renters (<\$35,000) overpaid for housing than lower income homeowners and a smaller proportion of upper income renters (>\$75,000) overpaid for housing than upper income homeowners (Figure 11-4). According to the 2007-2011 ACS, over 81% of extremely low income renter households overpaid while 87% of extremely low income owner households overpaid for housing. Approximately 88% of all lower income renters households and 71% of lower income owner households are overpaying for housing. Overpayment was generally concentrated among households at the lower income ranges and affected a larger proportion of renter-households with lower incomes than owner-households. For households earning moderate incomes or above, overpayment affected a larger percentage of homeowners than renters, which indicates that rental housing in San Ramon is typically more affordable to moderate income households.

The higher incidence of overpayment among middle income (\$35,000 to \$74,999) and upper income homeowners when compared to renters within the same income category reflects a housing market with a limited supply of moderately priced homes.

Figure 11-4: Overpayment by Income and Tenure



Source: US Census Bureau, 2008-2012 ACS 5-year estimates.

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SPECIAL HOUSING NEEDS

Certain groups have greater difficulty finding decent, affordable housing due to special needs and/or circumstances. Special circumstances may be related to one's employment and income, family characteristics, disability, and household characteristics, among other factors. Consequently, some residents in San Ramon may experience a higher prevalence of housing overpayment (cost burden), overcrowding, or other housing problems.

"Special needs" groups include the following: seniors, persons with disabilities (including persons with developmental disabilities), homeless, single-parent households, large households, and migrant/farmworkers (Table 11-6). This section provides a detailed discussion of the housing needs facing each particular group as well as programs and services available to address their housing needs.

Table 11-6: Special Needs Groups

<i>Special Needs Group</i>	<i>Persons</i>	<i>Households</i>	<i>% of Total</i>
Seniors (65+)	5,627	—	8%
With a disability ¹	1,578	—	2%
Senior Households	—	2,981	12%
Renter	—	674	3%
Owner	—	2,307	9%
Seniors living alone ¹	—	1,109	4%
Persons with Disabilities ¹	3,544	—	5%
Female-headed Households	—	1,997	8%
With own children	—	1,169	5%
Large Households	—	2,818	11%
Renter	—	549	2%
Owner	—	2,269	9%
Agricultural Workers ¹	77	—	<1%
Homeless ²	4	—	<1%
Total Person/Households	9,252	8,905	

Sources:

¹ ACS-2012

² Contra Costa Inter-Jurisdictional Council on Homelessness, 2013.

Bureau of the Census, 2010 Census (unless otherwise noted).

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Seniors

Many senior-headed households have special needs due to their relatively low incomes, disabilities, or limitations, and dependency needs. Specifically, people aged 65 years and older often have four main concerns:

- **Housing:** Many seniors live alone and may have difficulty maintaining their homes.
- **Income:** People aged 65 and over are usually retired and living on a limited income.
- **Health care:** Seniors are more likely to have high health care costs.
- **Transportation:** Many of the elderly rely on public transportation; especially those with disabilities.

Although seniors comprised a relatively small proportion of San Ramon residents in 2010 (eight percent), individuals over the age of 65 suffer disproportionately from poverty: five percent of the population over 65 lived below the poverty level, compared to two percent of the population under 64 at the time of the Census.

In 2010, 12 percent of City households were headed by someone 65 years old or older. Of these households, most (77 percent) owned their homes, while the remainder (23 percent) rented. According to HUD Comprehensive Housing Affordability Strategy (CHAS) from 2007-2011, 41 percent of senior-headed households overpaid for housing of which 19 percent are severely overpaying for housing.

Aside from overpayment problems faced by seniors due to their relatively fixed incomes, many seniors are faced with various disabilities. Roughly 28 percent of San Ramon's senior population was listed as having one or more disabilities in the 2008-2012 ACS. Among these disabilities, the most common were ambulatory disabilities (28 percent) and independent living disabilities (23 percent).

Residential Care Facilities for the Elderly (RCFEs) - sometimes called "Assisted Living" or "Board and Care" facilities - are non-medical facilities that provide a level of care that includes assistance with activities of daily living. RCFEs provide room, board, housekeeping, supervision, and personal care assistance with basic activities like personal hygiene, dressing, eating, and walking for persons 60 years and older. San Ramon currently has 374 beds in 23 licensed RCFEs.

The 105-unit Valley Vista Senior project was constructed in San Ramon through the City's participation in the County umbrella for Community Development Block Grants (CDBG) and Home Investment Partnership Act (HOME) funds. The City supported the application of the American Baptist Homes of the West to receive a \$1.2 million HOME allocation and an allocation of CDBG funds in the amount of \$800,000 to help make the project a reality.

Persons with Disabilities

In San Ramon and elsewhere, persons with disabilities have a wide range of different housing needs, which vary depending on the type and severity of the disability as well as personal preference and lifestyle. Physical, mental, and/or developmental disabilities may prevent a person from working, restrict one's mobility, or make it difficult to care for oneself.

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“Barrier-free design” housing, accessibility modifications, proximity to services and transit, and group living opportunities represent some of the types of considerations and accommodations that are important in serving this group. Also, some residents suffer from disabilities that require living in a supportive or institutional setting.

The 2008-2012 ACS defines six types of disabilities: hearing, vision, cognitive, ambulatory, self-care and independent living. The ACS defines sensory and physical disabilities as “long-lasting conditions.” Mental, self-care, ambulatory, and employment disabilities are defined as conditions lasting six months or more that makes it difficult to perform certain activities. A more detailed description of each disability is provided below:

- **Hearing disability:** Refers to a person who is deaf or has a hearing impairment that makes it difficult to hear conversations, televisions, or radio broadcasts.
- **Vision disability:** Refers to a person who is blind or has serious difficulty reading or driving due to a visual impairment.
- **Cognitive disability:** Refers to a person who has a physical, mental, or emotional condition that makes it difficult to concentrate, remember or make decisions.
- **Ambulatory disability:** Refers to a person who has a serious difficulty walking or climbing stairs.
- **Self-care disability:** Refers to a person who has a serious difficulty dressing or bathing oneself.
- **Independent living disability:** Refers to a person who has a physical, mental or emotional condition that makes it difficult to do errands such as visiting a doctor’s office or shopping.

According to the 2008-2012 ACS, approximately five percent of San Ramon residents over five years of age had a disability. ACS tallied the number of disabilities by type for residents with one or more disabilities. Among the disabilities tallied, 18 percent were hearing disabilities, nine percent were vision disabilities, 19 percent were cognitive disabilities, 25 percent were ambulatory disabilities, 12 percent were self-care disabilities, and 18 percent were independent living disabilities (Table 11-7).

Perhaps the most important factor in regard to planning for housing for persons with disabilities is that there are a wide range of different disabilities, and different people with the same ‘disability’ may have different levels of functioning which affect their housing needs and choices. People with disabilities include parents who are raising families, teenagers who are members of large families, seniors living with their spouses or children, and young people who desire to live on their own, as only a few examples.

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Table 11-7: Disabilities Tallied by Age and Type

<i>Type of Disability</i>	<i>% of Disabilities Tallied</i>			
	<i>5 to 17</i>	<i>18 to 64</i>	<i>65+</i>	<i>Total</i>
Hearing disability	13%	18%	19%	18%
Vision disability	9%	11%	7%	9%
Cognitive disability	46%	22%	11%	19%
Ambulatory disability	4%	26%	28%	25%
Self-care disability	29%	9%	11%	12%
Independent Living disability ¹	—	14%	23%	18%
Total	100%	100%	100%	100%

Note:

¹ Tallied only for persons 17 years and over.

Source: US Census Bureau, 2008-2012 ACS

San Ramon’s housing policies, as embodied in this Housing Element, promote barrier-free design in all housing so that people with disabilities have a similar range of housing choice as people without disabilities. The special housing needs of disabled persons include accessible housing units in close proximity to public services and commercial centers with special design features that alleviate the disability. State and federal laws require that a portion of all rental apartments containing five or more units are made accessible to disabled persons. The City applies standard conditions of approval to residential development projects that reflect that mandate. This Housing Element also calls for the City to continue to implement standards to ensure that housing in San Ramon is designed for those with special needs (Program 20).

San Ramon has undertaken a variety of programs in response to the housing needs of people with disabilities, including ensuring that developers of senior housing give special attention to the mobility limitations of seniors. All 160 units of the Villa San Ramon project are wheelchair accessible and are equipped with grab bars in the bathrooms. The City provided financial assistance to facilitate the construction of this project. The Muirlands at Windemere project, also assisted with City funds, provides six wheelchair accessible units, eight units meeting the accessibility standards of the Americans with Disabilities Act (ADA) and a wheelchair lift for the swimming pool area.

The City Building and Safety Services Division provides ongoing assistance to complete rehabilitation work for single-family properties and public facilities to install necessary accommodations, including installation of accessibility ramps and railings to meet handicapped accessibility. The City also actively funds improvements to curbs and gutters to include wheelchair ramps and barrier-free design, and increase accessibility for disabled residents throughout the community.

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Housing for people with HIV/AIDS (Human Immunodeficiency Virus/Acquired Immune Deficiency Syndrome) is provided within the greater Contra Costa County area by the non-profit agency Shelter, Inc. Transportation service for persons with disabilities is available through the County Connection Link, operated by the Central Contra Costa Transit Authority. The County Connection LINK paratransit service provides door-to-door and dial-a-ride services to individuals whose disabilities prevent them from using lift-equipped public transit. The special service operates at similar times and in similar areas as existing non-commute (off-peak), fixed-route transit.

Independent Living Resource, an area non-profit organization, provides information, referral, attendant referral, advocacy, housing assistance and peer counseling to persons with disabilities. Independent Living Resource's programs and services aim to maintain or increase access to services, benefits, and other social services and the organization advises clients regarding their rights as individuals with disabilities. Housing referral services are also provided to clients by maintaining a registry of accessible, adaptable, affordable apartments and houses.

A number of state-licensed facilities serving persons with disabilities are located in San Ramon, including 23 Residential Care Facilities for the Elderly (RCFEs) providing a total of 374 beds, five Group Homes with a total of 30 beds, and two Adult Residential Facility with ten beds.

Persons with Developmental Disabilities

A recent change in State law requires that the Housing Element discuss the housing needs of persons with developmental disabilities, As defined by Section 4512 of the Welfare and Institutions Code, "developmental disability" means a disability that originates before an individual attains age 18 years, continues, or can be expected to continue, indefinitely, and constitutes a substantial disability for that individual which includes mental retardation, cerebral palsy, epilepsy, and autism. This term shall also include disabling conditions found to be closely related to mental retardation or to require treatment similar to that required for individuals with mental retardation, but shall not include other handicapping conditions that are solely physical in nature.

The State Department of Developmental Services (DDS) currently provides community based services to approximately 243,000 persons with developmental disabilities and their families through a statewide system of 21 regional centers, four developmental centers, and two community-based facilities. The Regional Center of the East Bay (RCEB) is one of 21 regional centers in the State of California that provides point of entry to services for people with developmental disabilities. The RCEB is a private, non-profit community agency that contracts with local businesses to offer a wide range of services to individuals with developmental disabilities and their families.

The following information from Area Board 5 of the State Council on Developmental Disabilities provides a closer look at the disabled population. Data shown in Table 11-8 estimates the number of San Ramon individuals with developmental disabilities including both RCEB consumers and those unaffiliated with the RCEB.

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Table 11-8: Developmentally Disabled Residents, by Age, for San Ramon, 2014

	<i>0-14 Years</i>	<i>15-22 Years</i>	<i>23-54 Years</i>	<i>55-65 Years</i>	<i>65+ Years</i>	<i>Total</i>
San Ramon Total	352	170	128	6	16	672

Source: State Council on Developmental Disabilities, Area Board 5, 2014

Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled individuals require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

Services for persons with disabilities are typically provided by both public and private agencies. State and Federal legislation regulate the accessibility and adaptability of new or rehabilitated multi-family apartment complexes to ensure accommodate for individuals with limited physical mobility. Housing options for persons with disabilities include various community care facilities. These facilities include 23 Residential Care Facilities for the Elderly (RCFEs) providing a total of 374 beds, five Group Homes with a total of 30 beds, and two Adult Residential Facility with ten beds.

Homeless

According to the HUD, a person is considered homeless if he/she is not imprisoned and:

- Lacks a fixed, regular, and adequate nighttime residence;
- The primary nighttime residence is a publicly or privately operated shelter designed for temporary living arrangements;
- The primary residence is an institution that provides a temporary residence for individuals that should otherwise be institutionalized; or
- The primary residence is a public or private place not designed for or ordinarily used as a regular sleeping accommodation.

The Behavioral Health Homeless Program, in partnership with the Contra Costa Inter-jurisdictional Council on Homelessness, conducted a count of the regional homeless population on January 30, 2013. The survey identified 3,798 homeless persons in Contra Costa County, including 858 children and 24 unaccompanied youth. A total of 2,448 persons (64 percent) of the County's homeless population were sheltered at the time of the survey and another 1,350 individuals (36 percent) were unsheltered.

The survey documented four unsheltered homeless individuals in San Ramon or less than one percent of the countywide unsheltered population. Although the point-in-time count identified four homeless persons in San Ramon, the survey represents only a snapshot

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reflecting those persons identified as homeless on the day of the count during a limited time frame. Many individuals and families move in and out of homelessness and shelters over the course of a year. Homeless individuals and families have perhaps the most immediate housing need of any group. They also have one of the most difficult set of housing needs to meet, due to both the diversity and complexity of the factors that lead to homelessness, and to community opposition to the siting of facilities that serve homeless clients.

Homelessness in San Ramon, as in other communities, results from a combination of factors, including loss of employment, inability to find a job due to lack of skills, and high housing costs in comparison to incomes. For some, homelessness may also be the result of chronic health problems, physical disabilities, mental health disabilities, or substance abuse. While the specific nature of the factors causing homelessness may vary, there are typically three root causes:

- Lack of affordable housing;
- Lack of access to affordable support services; and
- Low household incomes.

Although no homeless shelters are located within the City of San Ramon, various facilities located in Contra Costa County and the Tri-Valley area are available to provide shelter for homeless individuals and families. These facilities are categorized and described in detailed in Appendix 11-B.

The City will continue to support the Contra Costa County Continuum of Care Board and supporting agencies and organizations to address the problem of homelessness throughout the County. The City will also continue to analyze and address impediments to the provision of housing for the homeless and near homeless by facilitating and encouraging the development of affordable housing and facilities for the homeless, including homeless shelters, transitional housing, single room occupancy units, and permanent supportive housing. The Zoning Ordinance was amended in 2012 to facilitate the development of homeless shelters, transitional housing facilities, supportive housing facilities, and single room occupancy units.

Single Parent Households

Single-parent families, particularly female-headed families with children, often require special consideration and assistance because of their greater need for affordable housing and accessible day care, health care, and other supportive services. Female-headed families with children are considered a vulnerable group because they must balance the needs of their children with work responsibilities, often while earning limited incomes.

The 2010 Census showed that single parents comprised approximately ten percent of San Ramon families. Of these families, 70 percent were headed by females. Female-headed families have a higher incidence of poverty when compared to all households.

Female-headed households need affordable housing in areas suitable for child-rearing and with access to transit networks, schools and parks, and daily services. The City offers housing programs and supportive services (e.g. child care subsidies and recreational

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programs) for lower and moderate income households that also benefit female-headed households.

Large Households

Large households are defined as those consisting of five or more members. These households comprise a special need group because of the often limited supply of adequately sized and affordable housing units in a community. To save for other basic necessities such as food, clothing, and medical care, it is common for lower income large households to reside in smaller units, which frequently results in overcrowding.

In 2010, approximately 11 percent of the total number of households in San Ramon contained five or more people. Of these large households, approximately 81 percent owned the units they occupied and 19 percent rented. In comparison, an estimated 71 percent of smaller households were homeowners and 29 percent were renters.

Finding rental housing with higher than average bedroom counts is a typical problem for large families, particularly renters with lower income levels. Of the 17,770 housing units in San Ramon with three or more bedrooms at the time of the 2008-2012 ACS, only 12 percent were occupied by renters. Of large renter-households, only 20 percent occupied apartment units.

Migrant and/or Farm Workers

San Ramon is an urbanized area of Contra Costa County and has only 1.81 acres of land zoned for agricultural use. According to the Census Bureau, no resident of San Ramon was employed in farming, fishing, and forestry occupations in 2012. Less than one percent of County residents were employed in these occupations. Therefore, San Ramon has no specific need for farmworker housing.

Within the City's Sphere of Influence (SOI), 2,244 acres of land are pre-zoned for Agriculture (AG). However, these lands are located in the unincorporated County areas and governed by the land use policies of Contra Costa County.

ECONOMIC AND TRANSPORTATION

Employment

Employment has an important impact on housing needs. Incomes associated with different jobs and the number of workers in a household determines the type and size of housing a household can afford. In some cases, the types of jobs themselves can affect housing needs and demand (such as in communities with military installations, college campuses, and large amounts of seasonal agriculture). Employment growth typically leads to strong housing demand, while the reverse is true when employment contracts.

San Ramon's occupation profile of residents generally reflects the occupational profile of Contra Costa County residents, with the exception that a higher proportion of City residents were employed in managerial and professional occupations according to the 2008-2012 ACS (Table 11-9). Approximately 42 percent of San Ramon residents were employed in these high paying occupations when compared to the County overall. Sales and Office occupations accounted for the second largest proportion of occupations held by City and County residents

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(24 percent and 25 percent respectively). Except for certain sales positions, relatively higher paying jobs can be found in both categories, translating into higher incomes for San Ramon residents engaged in these occupations.

As reported by the California Employment Development Department, San Ramon's unemployment rate (2.4 percent) in June of 2014 was substantially lower than the countywide unemployment rate (6.0 percent). The number of unemployed residents living in San Ramon represented only 2.2 percent of unemployed persons living throughout Contra Costa County at the time of the report.

Table 11-9: Employment Profile

<i>Occupation of Residents</i>	<i>San Ramon¹</i>		<i>Contra Costa County¹</i>		<i>Mean Wage or Salary²</i>
	<i>#</i>	<i>%</i>	<i>#</i>	<i>%</i>	
Managerial/Professional	21,626	61%	205,974	42%	\$128,829
Sales/Office	8,441	24%	119,653	25%	\$45,801
Service	3,295	9%	84,096	17%	\$28,138
Construction/Maintenance/ Extraction/Repair	1,112	3%	39,593	8%	\$62,371
Transportation/Production/ Material Moving	1,184	3%	37,765	8%	\$40,687
Total	35,658	100%	487,091	100%	\$59,886

Sources:

¹ US Census Bureau, ACS 2008-2012

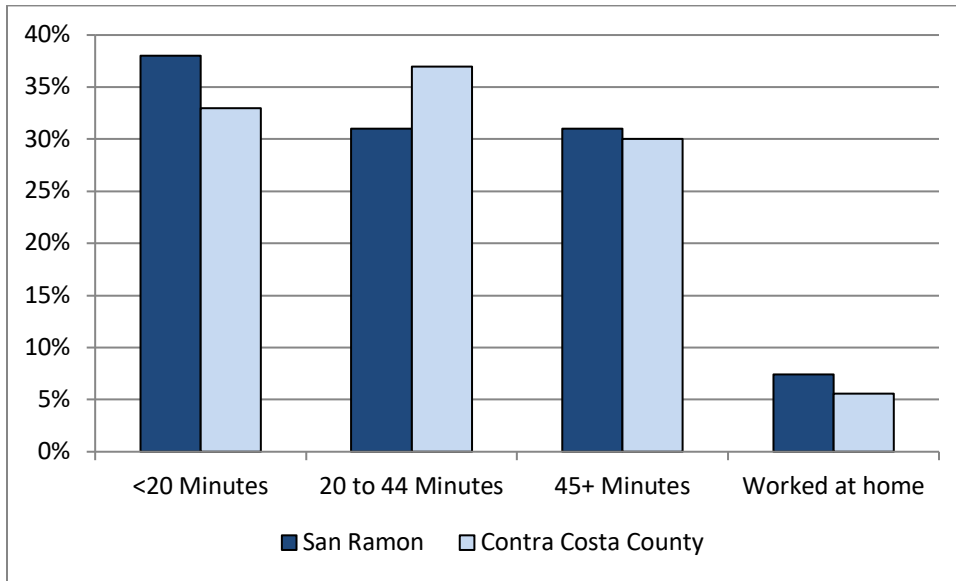
² California Employment Development Department, Occupational Employment Statistics Contra Costa County, First Quarter 2013.

COMMUTING PATTERNS

Commuting patterns demonstrate the relationship between housing to employment opportunities. Figure 11-5 shows travel time for workers age 16 and over in San Ramon and the Contra Costa region according to the 2008-2012 ACS. A large portion of the employed San Ramon residents either worked relatively close to their places of employment (38 percent had travel times to work of less than 20 minutes) or worked at home (seven percent). An additional 31 percent had commutes between 20 to 44 minutes and the remaining 31 percent had commutes of 45 minutes or longer. San Ramon residents had shorter average commutes when compared to employed residents of the County overall (31.7 minutes vs. 32.8 minutes).

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Figure 11-5: Travel Time to Work



Source: US Census Bureau, 2008-2012 ACS.

A larger proportion of San Ramon residents drove alone to work according to the 2008-2012 ACS and a smaller proportion of residents carpooled or took public transportation when compared to residents countywide (Table 11-10). The longer average commute times for County residents described above may be explained by the greater reliance on public transportation and carpooling when compared to residents of San Ramon.

Table 11-10: Means of Transportation to Work

<i>Means of Transportation</i>	<i>San Ramon</i>	<i>County</i>
Drove Alone	76%	70%
Carpooled	8%	12%
Public Transportation	6%	9%
Walked	2%	2%
Other means	1%	2%
Worked at home	7%	6%
Total	100%	100%

Source: US Census Bureau, 2008-2012 ACS.

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JOBS/HOUSING BALANCE

Balancing employment and housing opportunities is an important issue for San Ramon at both the local and regional level. The right mix of housing units with jobs can help reduce traffic congestion, improve air quality, and secure an adequate labor supply for businesses in San Ramon. An improved jobs/housing balance can also help reduce the effects of housing cost burden as lower transportation costs can increase the amount of discretionary income available for other essentials, including housing.

Until the early 1980s, the City of San Ramon was primarily a bedroom community for the major employment centers in the Bay Area: San Francisco, Oakland, and San Jose. The development of the Bishop Ranch Business Park, beginning in 1981, has transformed the City into a significant regional employment center itself. According to the San Ramon Economic Development Services Division, the City's top employers now include companies from the oil and gas (Chevron USA Inc.), financial (Bank of the West), telecommunications (AT&T and Sprint PCS), and business services (Robert Half International Inc.) sectors.

The jobs/housing ratio is a concept that correlates economic growth with the anticipated increase in demand for housing. The ratio actually compares the number of jobs available within the City to the number of employed residents living there. The General Plan 2035 estimates the jobs/housing balance at 1.26 jobs per housing unit in 2014, with more jobs than employed residents. Upon buildout of the San Ramon General Plan, the jobs/housing ratio is projected to lower to 1.22 by the year 2035. Maintaining a healthy balance between employment and housing growth is an important part of the City's vision.

The availability of affordable housing plays a major role in employers' locational decisions. The lack of affordable housing also contributes to longer commutes and increased congestion as local workers are forced to live in more distant areas due to high housing costs. A range of housing options and prices serves complimentary social and economic development functions. First, it allows new buyers and renters to enter the San Ramon housing market, settle into the community, and stay in the City as their housing needs change. Second, recruitment and retention of employees are significant challenges for companies. Employers looking to expand or relocate their business often seek out communities with a diverse and stable labor market.

HOUSING CHARACTERISTICS

A community's housing stock is defined as the collection of all housing units located within the jurisdiction. The characteristics of the housing stock, including growth, type, age and condition, tenure, vacancy rates, housing costs, and affordability are important in determining the housing needs for the community. This section details the housing stock characteristics of San Ramon in an attempt to identify how well the current housing stock meets the needs of current and future residents of the City.

HOUSING UNIT GROWTH AND TYPE

San Ramon has experienced strong housing growth since 2000. The total number of housing units increased 34 percent between 2000 and 2010 and five percent from 2010 to 2014. San Ramon's housing growth has consistently outpaced countywide housing growth as well as growth experienced in most surrounding communities (Table 11-11).

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Table 11-11: Housing Growth

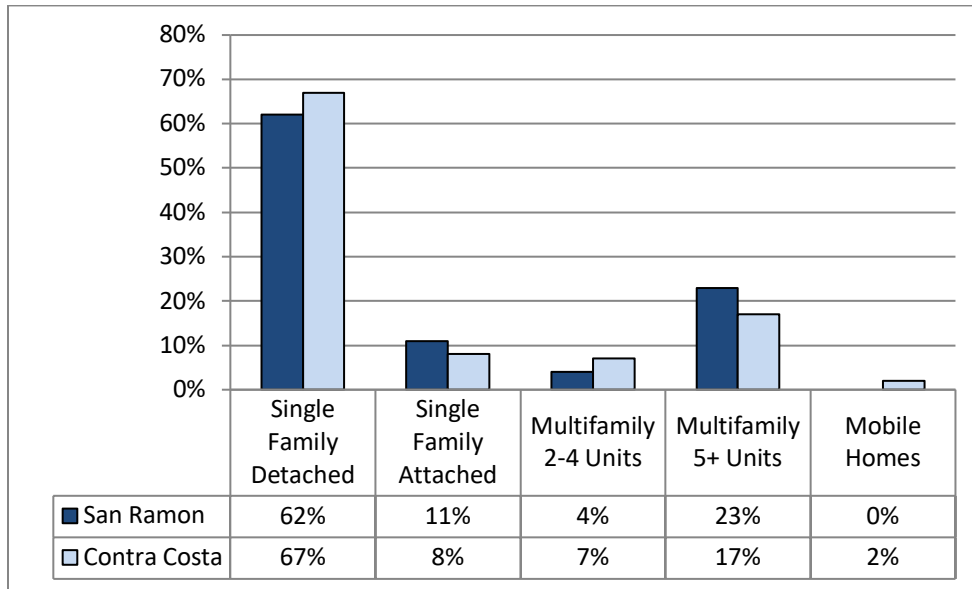
<i>Jurisdiction</i>	<i>2000</i>	<i>2010</i>	<i>2014</i>	<i>% Change</i>	
				<i>2000-2010</i>	<i>2010-2014</i>
Brentwood	7,767	17,523	18,242	56%	4%
Concord	44,967	47,125	47,155	5%	<1%
Danville	15,336	15,934	16,010	4%	<1%
Dublin	9,889	15,782	18,640	37%	15%
Livermore	26,550	30,342	30,884	12%	2%
Pittsburg	18,379	21,126	21,699	13%	3%
Pleasanton	23,987	26,053	26,305	8%	1%
Richmond	36,151	39,328	39,398	8%	<1%
San Ramon	17,425	26,222	27,492	34%	5%
Walnut Creek	31,480	32,681	33,008	4%	1%
County	354,577	400,263	405,828	11%	1%

Source: US Census Bureau, 2000 Census, and 2010 Census.

San Ramon's housing stock is more diverse than the countywide housing stock. In 2013, single-family detached homes made up 62 percent of the housing stock, while single-family attached homes comprised 11 percent (Figure 11-6). Another four percent consisted of multi-family units with two to four units per structure and 23 percent were multi-family with five or more units per structure. In comparison, approximately 67 percent of the Contra Costa County housing stock consisted of single-family detached homes, eight percent were single-family attached homes, seven percent were multi-family with two to four units per structure, and 17 percent were multi-family with five or more units per structure.

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Figure 11-6: Housing Stock Composition



Source: California Department of Finance, 2013.

HOUSING AGE AND CONDITION

Housing age can be an important indicator of housing condition within a community. Like any other tangible asset, housing is subject to gradual physical or technological deterioration over time. If not properly and regularly maintained, housing can deteriorate and discourage reinvestment, depress neighboring property values, and eventually impact the quality of life in a neighborhood. Thus, maintaining and improving housing quality is an important goal for the City. Overall, the housing stock in San Ramon is in excellent condition, a reflection of the City's relative young age. As of January 2013, approximately nine percent of the City's dwelling units were built before 1970 and less than one percent was constructed before 1960 (Figure 11-7). A much larger proportion of San Ramon's housing stock was constructed after 1980 when compared to the County (73 percent v. 41 percent).

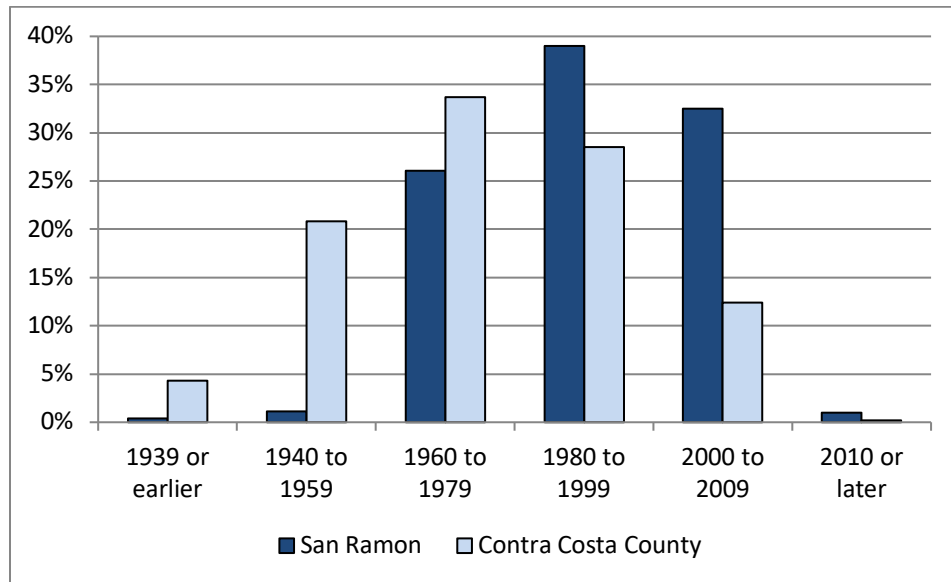
A general rule in the housing industry is that structures older than 30 years begin to show signs of deterioration and require reinvestment to maintain their quality. Therefore, assuming a straight line of production during the 1980s, an estimated 6,837 units (28 percent of the housing stock) would be of sufficient age to be susceptible to deterioration requiring maintenance or rehabilitation as of 2013. According to the City's Building Official, there were 263 cases opened in 2013 related to housing stock conditions, of which approximately 94 percent were resolved without having to lien the properties with a special tax for the abatement of substandard conditions. The Building Official also estimated that 50 homes were in need of substantial rehabilitation and/or replacement.

A review of the Building and Safety Services Division permit records shows that, over the past five years, approximately 2,444 building permits have been issued for additions and alterations of the single-family housing stock. This permit activity represented an upgrade, financed by the private sector, of approximately nine percent of single-family housing stock.

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Continued investment by homeowners in updating and expanding their homes will be one of the primary means of maintenance and preservation of the City's older housing stock.

Figure 11-7: Year Structure Built



Sources: Bureau of the Census, 2008-2012 ACS.

In years past, the City has provided housing rehabilitation loan services for single-family homeowners under the CDBG program. Two types of loans are provided under the County program for up to a maximum of \$50,000: an amortized three percent loan payable over 15 years and a zero percent deferred loan that is due and payable upon the sale of the property. Only three San Ramon households have been assisted through this program in the past couple of years due to a dwindling pool of CDBG funds, income of San Ramon residents, and program eligibility based on maximum home value set by the CDBG regulations.

Recognizing the County's funding limitations, the City funded one program in Fiscal Year (FY) 2012-13. The Home Rehabilitation Grant Program provides up to \$5,000 to median and lower income households to perform needed health and safety home repairs such as roofing, plumbing, electrical, general home repairs, windows, doors, handicapped accessibility modifications and seismic strengthening. The grant is non repayable. Between inception of the program in 2006 and January 2014, housing rehabilitation grants have been awarded to 96 income qualified households. Among assisted households, 36 were headed by seniors, 35 were headed by females, and 25 were family households. The City will continue to implement the Rehabilitation Grant Program (Program 2).

Due to the funding limitations of the County, the Redevelopment Agency (before its dissolution in 2012) established a Housing Rehabilitation Loan Program in November of 2007. The maximum loan amount for this program was \$35,000, which could be combined with a \$5,000 Home Rehabilitation Grant for first time recipients. Although the loan is issued at three percent interest for a 30-year period, both principal and interest are deferred until

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sale, transfer or refinance of the property. The household income ceiling served was the County median income or less. Eleven loans were issued through 2011 under the program.

HOUSING TENURE AND AVAILABILITY

Housing tenure and vacancy rates are important indicators of the supply and cost of housing. Housing tenure refers to whether a unit is owned or rented. Vacancies are an important housing market indicator in that the vacancy rate often influences the cost of housing and reflects the match between housing demand and availability.

Tenure

According to the Census, approximately 71 percent of San Ramon households were occupied by homeowners, while the remaining 29 percent were occupied by renters (Table 11-12). Housing tenure in San Ramon was generally comparable to the County, and the neighboring Pleasanton and Livermore. In comparison, a much larger proportion of households owned their homes in Brentwood and Danville, whereas the proportion of renter-households was higher in Concord, Dublin, Pittsburg, and Richmond.

Table 11-12: Housing Tenure

<i>Jurisdiction</i>	<i>Percent of Occupied Units</i>	
	<i>Owner</i>	<i>Renter</i>
Brentwood	76%	24%
Concord	61%	39%
Danville	84%	16%
Dublin	63%	37%
Livermore	70%	30%
Pittsburg	59%	41%
Pleasanton	70%	30%
Richmond	52%	48%
San Ramon	71%	29%
Walnut Creek	67%	33%
Contra Costa County	67%	33%

Source: US Census Bureau, 2010 Census.

Vacancy

A certain number of vacant units are needed to moderate the cost of housing, allow sufficient choice for residents, and provide an incentive for unit upkeep and repair. Specifically, a vacancy rate of 1.5 to two percent for ownership housing and five to six percent for rental housing is considered necessary to balance demand and supply for housing.

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HOUSING COSTS AND AFFORDABILITY

The cost of housing is directly related to the extent of housing problems in a community. If housing costs are relatively high in comparison to household income, there will be a correspondingly higher prevalence of housing cost burden and overcrowding. This section summarizes the cost and affordability of the housing stock to San Ramon residents.

Homeownership Market

The California Association of Realtors (CAR) publishes median home sales price data compiled by DataQuick for cities and counties throughout the State. Although San Ramon had the second highest median home sales price (\$800,000) among nearby jurisdictions in Contra Costa County in April 2014, the median home price in San Ramon increased from a year earlier (Table 11-13). San Ramon's median home sales price rose 7.31 percent from the median price recorded in April 2013, whereas prices increased 14.25 percent countywide during the same period.

Table 11-13: Median Home Sale Price

<i>Jurisdiction</i>	<i>April 2013</i>	<i>April 2014</i>	<i>% Change</i>
Brentwood	\$391,500	\$408,000	4.21%
Concord	\$342,500	\$402,000	17.37%
Danville	\$865,000	\$995,000	15.03%
Dublin	\$609,000	\$743,000	22%
Livermore	\$465,000	\$570,000	22.58%
Pittsburg	\$194,000	\$286,000	47.42%
Pleasanton	\$725,000	\$783,000	8%
Richmond	\$200,000	\$284,000	42%
San Ramon	\$745,500	\$800,000	7.31%
Walnut Creek	\$653,000	\$578,500	-11.41%
Contra Costa County	\$398,250	\$455,000	14.25%

Source: 2014 Data Quick Information Systems; DQNews.com

Data was also obtained from the Multiple Listing Service (MLS) to facilitate a more thorough analysis of San Ramon's home sale market. The MLS listed 79 detached home, 13 townhomes, and 36 condominiums for sale in June 2014 (Table 11-14). The median asking price for any unit was \$816,000, with a range of \$289,000 to \$2,120,024. Detached units were priced higher (\$966,884 median) than townhomes (\$648,462 median) and condos (\$470,789 median), with median asking prices increasing with unit size.

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Table 11-14: Home Sales Market

<i>Unit Type</i>	<i>Bedrooms</i>	<i>Units Listed</i>	<i>Range</i>	<i>Median</i>	<i>Average</i>
Detached Homes	3	20	\$600,000- \$923,000	\$748,500	\$761,509
	4	38	\$675,000- \$1,900,000	\$953,050	\$1,009,394
	5	21	\$1,025,000- \$2,120,024	\$1,199,900	\$1,408,339
Townhomes	2	2	\$385,000- \$619,000	\$502,000	\$502,000
	3	8	\$449,000- \$749,000	\$662,000	\$627,125
	4	3	\$699,000- \$749,000	\$710,000	\$709,333
Condominiums	1	6	\$289,900- \$349,500	\$322,450	\$320,050
	2	15	\$339,900- \$599,950	\$419,500	\$450,087
	3	15	\$398,000- \$719,000	\$581,413	\$608,087

Source: MLS Real Estate Database, Zip Realty.com accessed on 6/26/14.

Rental Market

Websites were searched in June 2014 and rental price information was collected for seven market rate apartment complexes within the City (Table 11-15). In June, rents for studio apartment units ranged from \$1,350 to \$1,695 per month, while one-bedroom units rented for \$1,349 to \$2,463. Larger units were more expensive. Rents for two-bedroom units ranged from \$1,883 to \$3,729. Three-bedroom units at two developments were offered at rents ranging from \$2,580 to \$2,750 per month.

Table 11-15: Rental Apartment Market

<i>Apartment Complex</i>	<i>Rental Price Range</i>
<i>Bel Air</i>	
Studio	\$1,350 - \$1,424
1 BR	\$1,823 - \$2,032
2 BR	\$2,370 - \$3,381
<i>Bridges at San Ramon</i>	
Studio	\$1,650 - \$1,695
1 BR	\$1,899 - \$1,975
2 BR	\$2,285 - \$2,475

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Table 11 15 (cont.): Rental Apartment Market

<i>Apartment Complex</i>	<i>Rental Price Range</i>
<i>Canyon Woods</i>	
Studio	\$1,575
1 BR	\$1,900
2 BR	\$2,615
<i>Seasons</i>	
1 BR	\$1,634 - \$1,654
2 BR	\$1,883 - \$1,993
<i>Fairway Village</i>	
1 BR	\$1,349 - \$1,695
2 BR	\$1,979 - \$2,129
<i>Crow Canyon</i>	
1 BR	\$1,669- \$2,463
2 BR	\$2,286 -\$3,729
<i>Promontory View</i>	
1 BR	\$1,550 - \$1,850
2 BR	\$1,995 - \$2,535
3 BR	\$2,580 - \$2,750
Sources: Rent.com, accessed 6/26/14 and Apartments.com, accessed 6/26/14	

Market Affordability Summary

Housing affordability can be inferred by comparing the cost of renting or owning a home in the City with the maximum affordable housing costs for households at different income levels. Taken together, this information can generally show who can afford what size and type of housing and indicate the type of households most likely to experience overcrowding and overpayment.

HUD conducts annual household income surveys nationwide to determine a household's eligibility for federal housing assistance. Based on this survey, the California Department of Housing and Community Development (HCD) developed income limits that can be used to determine the maximum price that could be affordable to households in the upper range of their respective income category. Households in the lower end of each category can afford less by comparison than those at the upper end. The maximum affordable home and rental prices for residents of Contra Costa County are shown in Table 11-16.

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Affordability by Household Income

Table 11-16 shows the maximum amount that a household can pay for housing each month without incurring a cost burden. This amount can be compared to current housing asking prices (Table 11-14) and market rental rates (Table 11-15) to determine what types of housing opportunities a household can afford.

Extremely Low income Households: Extremely low income households earn 30 percent or less of the County area median income—up to \$19,650 for a one-person household and up to \$28,050 for a four-person household in 2013. Extremely low income households cannot afford market-rate rental or ownership housing in San Ramon.

Very Low income Households: Very low income households earn between 31 percent and 50 percent of the County area median income – up to \$32,750 for a one-person household and up to \$46,750 for a four-person household in 2013. A very low income household can afford homes offered at prices below \$192,000, adjusting for household size. Given the costs of single-family homes and condominiums in San Ramon, very low income households would not be able to afford a home in the City. Similarly, very low income renters could not afford market-rate rental units in San Ramon. After deductions for utilities, a very low income household at the maximum income limit can afford to pay approximately \$819 to \$1,169 in monthly rent, depending on household size.

Low income Households: Low income households earn between 51 percent and 80 percent of the County's area median income - up to \$46,350 for a one-person household and up to \$66,250 for a four-person household in 2013. The affordable home price for a low income household at the maximum income limit ranges from \$190,000 to \$272,000. Based on the asking prices of homes and condominiums advertised for sale in June 2014 (Table 11-14), no one- and two-bedroom units would be affordable to low income households. After deductions for utilities, a one-person low income household could afford to pay up to \$1,159 in rent per month and a four-person low income household could afford to pay as much as \$1,656. In June of 2014, no adequately sized apartment units in San Ramon were listed for rent at rates that were affordable to low income households (Table 11-15).

Moderate income Households: Moderate income households earn between 81 percent and 120 percent of the County's Area Median Income – up to \$112,200 depending on household size in 2013. The maximum affordable home price for a moderate income household is \$322,293 for a one-person household, \$368,247 for a two-person family, and \$414,406 for a four-person family. Moderate income households could afford a few of the condominiums listed for sale in June 2014; however, the asking price for a large majority of the units listed were well beyond the affordable range of these households. The maximum affordable rent payment for moderate income households is between \$1,964 and \$2,525 per month. Although these households can afford most of the apartment units listed for rent, large moderate income households may have difficulty finding adequately sized and affordable rental housing. Only one apartment complex that advertised units on-line in June 2014 offered three-bedroom units and the starting rate for homes with three or more bedrooms listed for rent was \$2,580.⁴

⁴ Apartments.com, accessed 6/26/14

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Table 11-16: Ability to Pay for Housing Based on HCD Income Limits – Contra Costa County 2013

<i>Household</i>	<i>Income Level</i>	<i>Max. Monthly Gross Rent¹</i>	<i>Max. Monthly Purchase Price²</i>
<i>Extremely Low Income (0-30% AMI) Households at 50% of 2013 Median Household Income</i>			
1-Person	\$19,650	\$491	\$80,625
2-Person	\$22,450	\$561	\$92,113
3-Person	\$25,250	\$631	\$103,602
4-Person	\$28,050	\$701	\$115,090
<i>Very Low Income (31-50% AMI) Households at 50% of 2013 Median Household Income</i>			
1-Person	\$32,750	\$819	\$134,374
2-Person	\$37,400	\$935	\$153,453
3-Person	\$42,100	\$1,053	\$172,738
4-Person	\$46,750	\$1,169	\$191,817
<i>Low Income (51-80% AMI) Households at 70% of 2013 Median Household Income</i>			
1-Person	\$46,350	\$1,159	\$190,176
2-Person	\$53,000	\$1,325	\$217,461
3-Person	\$59,600	\$1,490	\$244,541
4-Person	\$66,250	\$1,656	\$271,826
1-Person	\$65,450	\$1,636	\$268,544
2-Person	\$74,800	\$1,870	\$306,907
3-Person	\$84,150	\$2,104	\$345,270
4-Person	\$93,500	\$2,338	\$383,634
<i>Moderate Income (81-120% AMI) Households at 120% of 2013 Median Household Income</i>			
1-Person	\$78,550	\$1,964	\$322,293
2-Person	\$89,750	\$2,244	\$368,247
3-Person	\$101,000	\$2,525	\$414,406
4-Person	\$112,000	\$2,800	\$495,540

Notes:

¹ Assumes that 30% of income (or 35 percent for moderate-income owners) is available for either monthly rent, including utilities; or mortgage payment, taxes, mortgage insurance, and homeowners insurance.

² Assumes 95% loan at 5 percent annual interest rate and 30-year term with taxes, mortgage insurance, and homeowners insurance as 21 percent of total payments

Source: California Department of Housing and Community Development

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ASSISTED HOUSING UNITS AT RISK OF CONVERTING TO MARKET RATE RENTS

Housing that receives governmental assistance is often a significant source of affordable housing in many communities. Because of its significance, this section identifies publicly assisted rental housing in San Ramon, evaluates the potential of such housing to convert to market rate during a ten-year planning period (2015 to 2025), and analyzes the options and associated costs to preserving these units.

Covenants and deed restrictions are the typical mechanisms used to maintain the affordability of publicly assisted housing, ensuring that these units are available to lower and moderate income households in the long term. Over time, the City may face the risk of losing some of its affordable units due to the expiration of covenants and deed restrictions. As the relatively tight housing market continues to put upward pressure on market rents, property owners are more inclined to discontinue public subsidies and convert the assisted units to market-rate housing.

Table 11-17 provides the inventory of assisted rental housing units in San Ramon as of January 2014. Of the 2,075 total assisted units within 13 developments, 687 units in five developments are at risk of converting to market-rate during the 2015 to 2025 period.

Park Place: Park Place is a 36-unit apartment complex that is comprised of a mixture of affordable units. There are 5 very low income units, 5 low income units, and 10 moderate income units in the rental complex. The terms of the affordable agreement run through 2015.

Cambrio: Cambrio is an 85-unit ownership townhome community. Two units within the subdivision have been set aside as rentals to moderate income households. The developer of the townhomes entered into an affordable agreement with the City through 2015.

Bollinger Crest: Bollinger Crest has set aside 15 of the 65-unit apartment complex as below market rate. Specifically, 13 units are designated for very low income and 2 units are designated for moderate income households. The 15-year regulatory agreement for below market rate units expires in 2015.

Mill Creek at Windemere: Mill Creek is a moderate income property in Dougherty Valley that has 400 units and is governed by an affordable agreement with Contra Costa County pursuant to an inclusionary agreement. There was no subsidy provided to this project. The 20-year regulatory agreement for rental to moderate income households expires in 2023.

Canyon Oaks at Windemere: Canyon Oaks is a moderate income property in Dougherty Valley that is governed by an affordable agreement with Contra Costa County pursuant to an inclusionary requirement. There was no subsidy provided to the 250-unit project. The 20-year regulatory agreement for rental to moderate income will expire in 2023.

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Table 11-17: Inventory of Publicly Assisted Rental Housing

<i>Project Name</i>	<i>Total Units</i>	<i>Assisted Units</i>	<i>Household Type</i>	<i>Funding Source(s)</i>	<i>Earliest Expiration of Affordability</i>
Park Place	36	20	Family	City Agreement	2015 (At-risk)
Cambrio	85	2	Family	City Agreement	2015 (At-risk)
Bollinger Crest	65	15	Family	County Tax Exempt Bonds	2015 (At-risk)
Mill Creek at Windemere	400	400	Family, Persons w/ Disabilities	County Inclusionary Housing	2023 (At-risk)
Canyon Oaks at Windemere	250	250	Family	County Inclusionary Housing	2023 (At-risk)
Falcon Bridge	256	256	Family	County Inclusionary Housing	2030 (Not At-risk)
Villa San Ramon	120	24	Senior	CHFA Bond RDA Loan LIHTC	2045 (Not At-risk)
Muirlands at Windemere	350	350	Family	LIHTC MRB Workforce Hsg Grant	2059 (Not At-risk)
Cornerstone at Gale Ranch	266	266	Family	County Inclusionary Housing	2035 (Not At-risk)
Highland Points	293	293	Family	County Inclusionary Housing	2067 (Not At-risk)
Seville at Gale Ranch	165	165	Family	County Inclusionary Housing	2038 (Not At-risk)
Valencia at Gale Ranch	186	186	Family	County Inclusionary Housing	2041 (Not At-risk)
Valley Vista	105	104	Senior	Tax Credit HUD 202 County CDBG HOME RDA Loan	2066 (Not At-risk)
Total	2,321	2,075			

Sources: California Housing Partnership Corporation, 2014; Contra Costa County, 2014; City of San Ramon, 2014.

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Preservation and Replacement Options

To preserve the existing affordable housing stock, the City must either preserve the existing assisted units or facilitate the development of new units. Of the 687 at-risk units, 18 units are designated for very low income, five units are low income, and 664 units are moderate income. Depending on the circumstances of the at-risk projects, different options may be used to preserve or replace the units. Preservation options typically include: 1) transfer of project to non-profit ownership; 2) provision of rental assistance to tenants using other funding sources; and 3) purchase of affordability covenants. In terms of replacement, the most direct option is the development of new assisted multi-family housing units. These options are described below.

Transfer of Ownership: Transferring ownership of an at-risk project to a non-profit housing provider is generally one of the least costly ways to ensure that the at-risk units remain affordable for the long term. By transferring property ownership to a non-profit organization, low income restrictions can be secured and the project would become potentially eligible for a greater range of governmental assistance. The estimated market value for the at-risk units in five projects is provided in Table 11-18.

Current market value for the units is estimated on the basis of the project's potential annual income, and operating and maintenance expenses. As indicated below, the estimated market value of the five projects is \$158,580,510. (These estimates are provided for purposes of comparison and understanding the magnitude of costs involved and do not represent the precise market values of these projects. The actual market values at time of sale will depend on market and property conditions, among other factors). \$158,580,510 represents the cost of replacing all 687 very low to moderate income at-risk units. Of the 687 total at-risk units, 23 of the units are affordable to very low and low income households. The market value of the 23 very low and low income units is \$6,211,150.

Rental Assistance: Rental subsidies using other funding sources can be used to maintain affordability of the at-risk affordable units. These rent subsidies could be structured to mirror the federal Section 8 program. Under Section 8, HUD pays the difference between what tenants can pay (defined as 30 percent of household income) and what HUD estimates as the fair market rent (FMR) on the unit. In Contra Costa County, the 2014 FMR was \$1,255 for a one-bedroom unit, \$1,578 for a two-bedroom unit and \$2,204 for a three-bedroom unit. At-risk very low and low income units would need a rental subsidy to pay the difference between what tenants can pay and the FMR. Moderate income units would not qualify for a rental subsidy since moderate income households would spend less than 30 percent of their household income on FMR.

The feasibility of this alternative is highly dependent upon the availability of reliable funding sources necessary to make rent subsidies and the willingness of property owners to participate in the program. As indicated in Table 11-19, the total cost of subsidizing the rents of 23 at-risk very low and low income units is estimated at \$11,030 per month or \$132,360 annually.

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Table 11-18: Market Value of At-Risk Projects

<i>Project Information</i>	<i>Total</i>
1-bedroom Units	376
2-bedroom Units	279
3-bedroom Units	32
Total Units	687
Annual Gross Income	\$17,180,160
Annual Operating Cost	\$2,763,750
Net Annual Income	\$14,416,410
Estimated Market Value	\$158,580,510

Notes:

Market value for project is estimated with the following assumptions:

- * Average market rent is estimated to be \$1,800 for a one-bedroom unit, \$2,400 for a two-bedroom unit and \$2,665 for a three-bedroom unit (Table 11-15).
- * Bedrooms per unit: Park Place (20 two bedroom units); Cambrio (2 three-bedroom units); Bollinger Crest (15 two-bedroom units); Mill Creek at Windemere (230 one-bedroom units, 152 two-bedroom units, and 18 three-bedroom units); and Canyon Oaks (146 one-bedroom units, 92 two-bedroom units, and 12 three-bedroom units).
- * Average unit size is estimated at 750 square feet for a one-bedroom unit, 850 square feet for a two-bedroom unit and 1,050 square feet for a three-bedroom unit.
- * Vacancy rate is assumed at 0% as the projects are usually fully occupied.
- * Annual operating expenses per square foot are estimated to be \$5.00.
- * Market value = Annual net project income x multiplication factor.
- * Multiplication factor for a building in moderate condition is 11.
- * Of the 687 at-risk units, 23 are very low and low income units in Park Place (10 two bedroom units) and Bollinger Crest (13 two-bedroom units), with an estimated market value of \$6,211,150.

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Table 11-19: Rental Subsidies Required

<i>Unit Size</i>	<i>Total Units¹</i>	<i>Fair Market Rent²</i>	<i>Household Size</i>	<i>Household Income³</i>	<i>Affordable Cost (Minus Utilities)⁴</i>	<i>Monthly Per Unit Subsidy</i>	<i>Total Monthly Subsidy</i>
<i>Very Low Income (50% AMI)</i>							
2-br	18	\$1,578	3	\$42,100	\$1,053	\$525	\$9,450
<i>Low Income (80% AMI)</i>							
2-br	5	\$1,578	3	\$50,490	\$1,262	\$316	\$1,580
Total	23						\$11,030

Notes:

¹ Bedrooms per unit: Park Place (10 two bedroom units); and Bollinger Crest (13 two-bedroom units).

² Fair Market Rent (FMR) is determined by HUD.

³ Contra Costa County 2013 Area Median Household Income (AMI) limits set by the California Department of Housing and Community Development (HCD).

⁴ Affordable cost = 30% of household income minus utility allowance.

Purchase of Affordability Covenants: Another option to preserve the affordability of the at-risk project is to provide an incentive package to the owner to maintain the project as affordable housing. Incentives could include writing down the interest rate on the remaining loan balance, providing a lump-sum payment, and/or supplementing the rents to market levels. The feasibility of this option depends on whether the complex is too highly leveraged. By providing lump sum financial incentives or ongoing subsidies in rents or reduced mortgage interest rates to the owner, the City can ensure that some or all of the units remain affordable.

Construction of Replacement Units: The construction of new low income housing units is a means of replacing the at-risk units should they be converted to market-rate units. The cost of developing housing depends upon a variety of factors, including density, size of the units (i.e. square footage and number of bedrooms), location, land costs, and type of construction. Assuming an average construction cost of \$162,000 per multi-family unit (assuming a 1,200-square-foot unit at \$135 per square foot), it would cost approximately \$3,726,000 (excluding land costs) to construct 23 new assisted very low and low units. Including land costs, the total cost to develop replacement units would be higher.

Cost Comparisons

The above analysis attempts to estimate the cost of preserving the at-risk units under various options. The cost of acquiring the five projects and transferring ownership of all 687 at-risk units to non-profit housing organizations is high (\$158,580,510). The cost of acquiring the 23 very low and low income at-risk units and transferring ownership to non-profit housing organizations is \$6,211,150. In comparison, the annual costs of providing rental subsidies to preserve the 23 assisted very low and low units are relatively low (\$132,360); however, long-term provision of rental subsidies for at least 55 years would cost more than \$7 million.

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Overall, new construction of 23 replacement units is also a costly option (\$3,726,000, excluding land costs) and is constrained by a variety of factors, including growing scarcity of land zoned for residential use and rising land costs.

Resources to Preserving at-Risk Units

Available public and non-profit organizations with the capacity to preserve assisted housing developments include Contra Costa County, the City of San Ramon, and various non-profit developers, including Eden Housing, Resources for Community Development, Mercy Housing, East Bay Housing Organizations, and Bridge Housing Corporation. Financial resources available include affordable in-lieu fees and bond financing, as well as CDBG and HOME funds, Section 8 rental assistance, low income housing tax credits, and Proposition 1C funds. (See the Housing Resources section later for further details.)

CURRENT HOUSING NEEDS

A continuing priority for the community is to enhance or maintain the quality of life. One measure of quality of life is the extent of “housing problems” that exist. The Comprehensive Housing Affordability Strategy (CHAS) developed by the Census for HUD provides detailed information on housing needs by income level for different types of households in San Ramon. Detailed CHAS data based on the 2007-2011 ACS is displayed in Table 11-20. Housing problems considered by CHAS include:

- Units with physical defects (lacking complete kitchen or bathroom);
- Overcrowded conditions (housing units with more than one person per room);
- Housing cost burden, including utilities, exceeding 30 percent of gross income; or
- Severe housing cost burden, including utilities, exceeding 50 percent of gross income.

The types of problems vary according to household income, type, and tenure. Some highlights include:

- Owner-occupied households had a higher level of overpayment (30 percent) compared to renter-occupied households (22 percent).
- Owner-occupied households with large families had the highest level of overpayment amongst owner households (44 percent).
- Elderly renter-occupied households had the highest level of overpayment amongst renter-occupied households (28 percent).
- Sixteen percent of all owner-occupied households and renter-occupied households are severely overpaying for housing.

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Table 11-20: Severe Housing Overpayments by Type and Tenure

<i>Household by Tenure</i>	<i>Elderly</i>	<i>Small Family</i>	<i>Large Family</i>	<i>Other</i>	<i>Total</i>
<i>Renter Households</i>					
Total # by Household Type	930	2,990	354	2,655	6,929
Overpayment (>30%)	28%	21%	4%	24%	22%
Severe Overpayment (>50%)	34%	17%	1%	11%	16%
<i>Owner Households</i>					
Total # by Household Type	2,655	10,745	1,705	2,330	17,074
Overpayment (>30%)	20%	28%	44%	33%	30%
Severe Overpayment (>50%)	14%	13%	19%	18%	16%

Source: Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS), 2007-2011

FUTURE HOUSING NEEDS

Future housing need refers to the share of the regional housing need that has been allocated to the City. HCD supplies a regional housing goal number to ABAG. ABAG is then mandated to allocate the housing goal to city and county jurisdictions in the region. In allocating the region's future housing needs to jurisdictions, ABAG is required to take the following factors into consideration pursuant to Section 65584 of the State Government Code:

- Market demand for housing;
- Employment opportunities;
- Availability of suitable sites and public facilities;
- Commuting patterns;
- Type and tenure of housing;
- Loss of units in assisted housing developments;
- Over-concentration of lower income households; and
- Geological and topographical constraints.

The ABAG Executive Board adopted its Regional Housing Needs Allocation (RHNA) in July 2013. The RHNA covers an eight-year planning period and addresses housing issues that are related to future growth in the region. The RHNA allocates to each city and county a "fair share" of the region's projected housing needs by household income group. The major goal of the RHNA is to assure a fair distribution of housing among cities and counties within the Bay Area region, so that every community provides an opportunity for a mix of housing affordable to all economic segments. The housing allocation targets are not building requirements, but

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goals for each community to accommodate through appropriate planning policies and land use regulations. Allocation targets are intended to assure that adequate sites and zoning are made available to address anticipated housing demand during the planning period and that market forces are not inhibited in addressing the housing needs of all economic segments of a community.

San Ramon's share of regional future housing needs totals 1,417 new units for the January 31, 2015 to January 31, 2023 period. This allocation is distributed into four income categories, as shown below in Table 11-21. The RHNA includes a fair share adjustment which allocates future (construction) need by each income category in a way that meets the State mandate to reduce the over-concentration of lower income households in one community.

Table 11-21: Housing Needs for 2015-2023

<i>Income Category (% of County AMI)</i>	<i>Number of Units</i>	<i>Percent</i>
Very Low (50% or less) ¹	516	36.4%
Low (51 to 80%)	279	19.7%
Moderate (81% to 120%)	282	19.9%
Above Moderate (Over 120%)	340	24.0%
Total	1,417	100.0%

Note:

¹ The City has a RHNA allocation of 516 very low income units (inclusive of extremely low income units). While the RHNA did not separately define housing needs for extremely low income households, the very low income allocation can be split evenly between very low- and extremely low income households. The City's RHNA of 516 very low income units has been allocated accordingly.

Source: Final Regional Housing Needs Allocation, ABAG, 2014.

11.3 HOUSING CONSTRAINTS

This section describes various governmental, market, and environmental constraints on the development of housing that meets the needs of all economic segments of San Ramon's population.

GOVERNMENTAL CONSTRAINTS

Local policies and regulations can impact the price and availability of housing and, in particular, the provision of affordable housing. Land use controls, site improvement requirements, fees and exactions, permit processing procedures, among other issues may constrain the maintenance, development, and improvement of housing. This section discusses potential governmental constraints in San Ramon.

LAND USE CONTROLS

The Land Use Element sets forth City policies for guiding local land use development. These policies, together with existing zoning regulations, establish the amount and distribution of

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land allocated for different uses. Table 11-22 lists the land use categories in San Ramon that permit residential uses.

Table 11-22: Land Use Categories Permitting Residential Use

<i>Land Use Category</i>	<i>Zoning District(s)</i>	<i>Density/ Intensity</i>	<i>Character</i>
Rural Conservation	RC	1 unit per 5 gross acres	Rural single-family development in unserved areas.
Hillside Residential	HR	0.2 to 2 units per acre	Single-family residential in served areas.
Single Family Residential – Low Density	RE-A, RE-B, RS-12, RS-10	0.2 to 3 units per acre	Single-family residential development.
Single Family Residential – Low Medium Density	RS-10, RS-7, RS-6	3 to 6 units per acre	Single-family residential development.
Single Family Residential – Medium Density	RS-6, RS-D	6 to 14 units per acre	Single-family residential development, including detached units, zero lot line units, garden patio homes, and townhomes.
Multiple Family – High Density	RM, RMH, RH	14 to 30 units per acre	Multiple-family residential development. Structure parking necessary at the higher end of the density range.
Multiple Family – Very High Density	RH, RVH	30 to 50 units per acre	Multiple-family residential development at densities. Structure parking necessary.
Mixed Use	CCMU	0.70 Floor Area Ratio (FAR) ¹	Integrated mix of non-residential uses (retail, service, office) and residential uses. Structure parking may be necessary.
City Center Mixed Use	CCMU	22 to 50 units per acre; 0.70 Floor Area Ratio (FAR) ¹	Vibrant, integrated and cohesive mix of civic, retail, office, residential and open space uses to promote a walkable, bikable environment at the physical center of the city.

Note:

¹ Additional FAR may be allowed for projects that provide more than the required 25 percent of total units as workforce housing.

Source: Land Use Element, City of San Ramon General Plan, 2014.

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MEASURE G (1999): GROWTH MANAGEMENT

In 1999, San Ramon voters approved a growth management measure (Measure G (1999)) to initiate a General Plan update that would create urban growth boundaries to encourage smart growth by promoting infill development through mixed use development and discouraging urban sprawl. The measure also directed the City to plan for the acquisition of ridgeline areas and agricultural lands contiguous to the City boundary to be preserved in perpetuity as open spaces.

Measure G (1999) is implemented by the Growth Management Element of the General Plan. A guiding policy of the Growth Management Element is to: “Manage the City’s growth in a way that balances existing and planned transportation facilities, protection of open space and ridgelines, provision of diverse housing options and job opportunities, and the preservation of high quality community facilities and services.” Housing related implementing policies of the Growth Management Element include:

- **Policy 3.1-I-4:** Allocate the number of new housing units according to the City’s ability to provide public services and housing needs through the use of adopted performance standards.
- **Policy 3.1-I-5:** Use growth management policies to encourage the construction of workforce housing necessary to meet local housing needs.
- **Policy 3.1-I-7:** Allow urban development only within the City’s Urban Growth Boundary and only in accord with a plan for full urban services (police, fire, parks, water, sewer, streets and storm drainage) to which all providers are committed.

Establishment of an Urban Growth Boundary (UGB) reflects one of the most significant aspects of the General Plan. The UGB concept responds specifically to Measure G (1999), which also states that smart growth should be pursued within the UGB in order to discourage urban sprawl and preserve open space. As called for by Measure G (1999), the UGB represents the ultimate edge of urban development in San Ramon, beyond which development would remain rural in nature and without urban services. The primary purpose of the UGB is to limit the extent to which urban development and services are provided through 2035 with the UGB to be re-evaluated in 2022. Land beyond the UGB is intended to remain rural in nature. The UGB serves other purposes as well, such as protecting visible hillsides and ridgelines from development, protecting significant natural resources, preserving open space, encouraging infill development and workforce housing, and encouraging efficient provision of municipal services such as sewer and water.

The Growth Management Element includes public facility performance objectives and standards for the following services:

- **Community Centers:** At General Plan buildout, maintain a minimum ratio of 1.2 square feet of community center space per 1,000 residents.
- **Fire and Emergency Services:** Prior to project approval, require written verification from the San Ramon Valley Fire Protection District that a five-minute total response time can be maintained for 90 percent of emergency calls in urban and suburban areas and/or that there will be a fire station within 1.5 miles of all development.

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- **Flood Control:** Prior to project approval, require written verification from the San Ramon Engineering Services Department that the new development will provide adequate storm drain facilities to accommodate 25-year storm events, or other at the discretion of the City Engineer. Runoff from the development will not increase the 100-year peak flow in the City's flood control channels and will be substantially equal to pre-development conditions.
- **Parks:** At General Plan buildout, provide a ratio of 6.5 acres of public park per 1,000 residents, with a goal to have park and recreation facilities within one-half mile of all residences.
- **Police:** Prior to project approval, require written verification from the San Ramon Police Department that a three- to five-minute response time for emergency calls and a 20-minute response for all other calls can be maintained 95 percent of the time.
- **Sanitation:** Prior to project approval, require written verification from the approved service provider that adequate sanitation facilities and services will be available to serve the project.
- **Schools:** Require new development to provide necessary land, funding, and/or capital facilities for the school system, as determined by the San Ramon Valley Unified School District and applicable State law.
- **Water:** Prior to project approval, require written verification from the approved service provider that adequate water quality, quantity, and distribution will be available to serve the project.

New projects will be approved only after findings are made that: 1) the City's performance standards will be maintained following project occupancy; 2) project-specific mitigation measures will ensure that the City's performance standards will be maintained; and/or 3) planned capital projects will ensure that the City's performance standards will be maintained.

RESIDENTIAL DEVELOPMENT STANDARDS

The City regulates the type, location, density, and scale of residential development primarily through the Zoning Ordinance. The following zoning districts allow residential uses:

- **Rural Conservation (RC) - 0.0 to 0.2 du/ac:** The RC zone is applied to areas of the City without urban services, with open space and habitat value, where rural single-family residential development may occur at densities of up to one unit per five gross developable acres. Clustering is encouraged to permit suitable development sites with less than 20 percent slope, where the overall project preserves 90 percent of its site as open space.
- **Hillside Residential (HR) - 0.2 to 2.0 du/ac:** The HR zone is applied to hillside areas of the City appropriate for single-family dwellings, where proposed development requires special standards to ensure resource preservation and limited visual impacts. Single-family residential development may occur at densities of up to two units per acre. Clustering is required to permit suitable development sites on less than 20 percent slope, and to preserve 70 percent of an overall development site as open space.

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- **Residential Estate (RE) - 0.2 to 3.0 du/ac:** The RE zone is applied to areas of the City appropriate for very low-density residential land uses, at densities of 0.2 to 3.0 units per acre, compatible with the topography and public service capacities. The specific allowable density for each parcel is shown on the Zoning Map by a numerical suffix residential density designator.
- **Single-Family Residential (RS) - 3.0 to 6.0 du/ac:** The RS zone is applied to areas of the City appropriate for single-family residential land uses in neighborhoods at a density of three to six units per net acre, subject to appropriate standards. The specific allowable density for each parcel is shown on the City's Zoning Map by a numerical suffix residential density designator.
- **Medium-Density Residential (RM) - 6.0 to 14.0 du/ac:** The RM zone is applied to areas of the City appropriate for multiple residential uses, including duplexes, townhouses, or cluster housing with landscaped open space for residents' use at a density of six to 14 units per net acre. Single-family dwellings are also permitted.
- **Medium-High Density Residential (RMH) - 14.0 to 22.0 du/ac:** The RMH zone is applied to areas of the City appropriate for townhouses or apartments at a density of 14 to 22 units per net acre. Single-family dwellings are also permitted.
- **High-Density Residential (RH) - 22.0 to 30.0 du/ac:** The RH zone is applied to areas of the City appropriate for compact, high density, well designed residential development, including apartments and townhouses with a density range of 22 to 30 units per net acre.
- **Multiple Family - Very High Density (RVH) - 30.0 to 50.0 du/ac:** The RVH zone is applied to areas appropriate for the highest density multiple-family residential development within the City, at densities between 30 and 50 units per net acre. Proposed development will reflect high quality design with integrated open space and recreational and/or cultural amenities, as well as providing workforce housing, and structured parking.
- **Mixed Use (MU):** The MU zone is applied to areas of the City appropriate for an integrated mix of non-residential uses, including retail, services, and offices, together with residential uses at intensities of up to 0.70 FAR. Development should reflect high quality design with integrated open space and recreational and/or cultural amenities, and opportunities for affordable housing. Structured parking may be required. Additional FAR, up to a maximum of 1.00, may be allowed for projects that provide more than the required 25 percent of total units for workforce housing and significant public benefit.

Currently, developers of mixed use developments contribute to affordable housing production via a combination of the payment of an in-lieu fee and provision of affordable units. In order to facilitate mixed use development in the City, the City will be amending its policy to exempt mixed use development that contribute to affordable housing from the commercial linkage fee (Program 13).

To further facilitate the development of affordable residential units, the Zoning Ordinance will also be amended to include a density range of 14 to 30 dwelling units per acre in the Mixed Use zone (outside of Specific Plan areas). The new range provides flexibility in mixed use

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development projects based on site conditions while ensuring that the City's goal for a compatible mix of uses can be accomplished (Program 18).

- **City Center Mixed Use (CCMU):** The CCMU zone is applied to the City Center and BR-2600 properties in compliance with the General Plan to develop the City Center into a cultural, recreational, and compatible retail center that provides a cohesive mix of civic, retail, office, residential, and open space uses. Development intensities of up to 0.70 FAR will be permitted. Additional FAR, up to a maximum of 1.35, may be allowed for projects that include such elements as affordable housing and significant public benefits and/or amenities such as public art and plazas, public facilities, and/or a transit facility nearby or in close proximity to the CCMU zone. Development should reflect high quality design, with integrated open space and recreational and/or cultural amenities, as well as opportunities for workforce housing. Structured parking may be required.

Development standards specific to each zone district are designed to protect and promote the health, safety, and general welfare of residents as well as implement the policies of the General Plan. These standards also serve to preserve the character and integrity of existing neighborhoods. Specific residential development standards are summarized in Table 11-23. Generally, development standards can limit the number of units that may be constructed on a particular piece of property. These include density, minimum lot and unit sizes, height, and open space requirements. By limiting the number of units that could be constructed, the per-unit land costs would be higher and, all other factors being equal, results in higher development costs that could impact housing affordability.

Parking requirements for single-family and multi-family residential uses in San Ramon are summarized in Table 11-24. Parking required for a prototypical 100-unit multi-family residential development in San Ramon and other Tri-Valley area communities is presented in Table 11-25. San Ramon's requirement is nearly the same as what would be required for the same development in Danville and higher than the requirement for the same development in Dublin, Livermore, and Pleasanton. Dublin and Pleasanton are located along the Bay Area Rapid Transit (BART) lines with stations stopping at these cities, allowing these cities to take advantage of public transit. Although the provision of off-street parking can increase the cost of housing, San Ramon's standards are reasonable as requirements for multi-family developments are equal to or less than requirements for single-family detached dwellings. Guest space requirements for multi-family developments are also reasonable because these types of developments do not have private driveways for each unit to accommodate parking for guests as is required for new single-family homes. Nonetheless, because the increased cost of off-street parking can make financing the development of housing affordable to lower and moderate income households more difficult, reduced parking and other incentives, concessions, or waivers and modifications of development standards are available for developers of affordable projects that are eligible for a density bonus.

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Table 11-23: Residential Development Standards

<i>Zoning District</i>	<i>Maximum Building Height</i>	<i>Minimum Net Lot Area</i>	<i>Minimum Lot</i>		<i>Setbacks (ft.): Front, Interior Side, Corner Side, Aggregate Sides, Rear</i>	<i>Maximum Lot Coverage</i>
			<i>Width</i>	<i>Depth</i>		
RC	35 ft	5 acres	300 ft	300 ft	30, 20, 25, 40, 35	None
HR	35 ft	5 acres	300 ft	300 ft	30, 20, 25, 40, 30	None
RE-A	35 ft	20,000 sf	100 ft	150 ft	25, 15, 20, 35, 15	None
RE-B	35 ft	15,000 sf	100 ft	120 ft	20, 10, 15, 25, 15	None
RS-12	35 ft	12,000 sf	100 ft	100 ft	20, 10, 15, 25, 15	None
RS-10	35 ft	10,000 sf	70 ft	100 ft	20, 10, 15, 20, 15	None
RS-7	35 ft	7,000 sf	65 ft	95 ft	20, 5, 15, 15, 15	None
RS-6	35 ft	6,000 sf	60 ft	90 ft	20, 5, 15, 15, 15	None
RS-D	35 ft	3,500 sf	40 ft	80 ft	15, 0, 10, 10, 15	None
RM	35 ft	3,500 sf	60 ft	90 ft	15, 6, 10, 16, 15	25%
RMH	35 ft	10,000 sf	70 ft	90 ft	15, 6, 10, 16, 15	35%
RH	35 ft	10,000 sf	70 ft	90 ft	15, 6, 10, 16, 10	35%
RH-R	35 ft	1,500 sf	70 ft	90 ft	15, 6, 10, 16, 10	45%
RVH	50 ft	10,000 sf	70 ft	90 ft	10, 6, 10, 16, 10	50%
MU	60 ft ¹	10,000 sf	80 ft	N/A ²	15, 0, 15, 0, 0 ³	30% ⁴
CCMU	90 ft ¹	N/A ²	N/A ²	N/A ²	N/A ⁵	None

Notes:

¹ Must not intercept a 30-degree daylight plane inclined inward at an adjacent residential zone boundary line. Daylight plane requirements apply to all non-residential development adjacent to a residential zone.

² Determined through subdivision process.

³ Except that a 25-foot wide side and/or rear yard shall be required abutting a residential zone, and where a lot abuts the Interstate 680 right-of-way.

⁴ May be waived for mixed-use projects.

⁵ Determined through project review and approval.

Source: Zoning Ordinance, City of San Ramon, 2014.

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Table 11-24: Parking Requirements

<i>Type of Residential Development</i>	<i>Required Parking Spaces</i>
<i>Single-Family Dwellings</i>	
Up to four bedrooms	2 covered spaces per unit within a garage
Five bedrooms	3 covered spaces per unit within a garage
Six or more bedrooms	4 covered spaces per unit within a garage
Mobile homes, individual	2 spaces per unit; at least 1 within a garage
Mobile home parks	2 spaces for each mobile home; 1 additional space for each 4 mobile homes for guests
<i>Multi-Family Dwellings</i>	
Studio units and one-bedroom units	1 covered space per unit in a garage/carport.
Two- and three-bedroom units	2 spaces for each unit, at least 1 within a garage/carport.
Four-bedroom units and above	3 spaces for each unit, at least 1 within a garage/carport.
Guest parking	1 additional space for each 4 units.
<i>Residential care homes</i>	
Six or fewer clients	2 covered spaces within a garage/carport.
Seven or more clients	1 space for each 3 beds in the facility is licensed to accommodate; plus 1 space for each 4 units for guests and employees.
Rooming or boarding houses	1 covered or uncovered space for each bedroom.
Second dwelling units	1 off-street, all weather surface parking space for each unit, plus the off-street parking required for the primary dwelling. The parking space for the second unit may be provided within a required non-front yard setback area.
Live/work units	2 spaces for each unit.

Source: Zoning Ordinance, City of San Ramon, 2014.

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Table 11-25: Comparison of Residential Parking Requirements

<i>Unit Type</i>	<i>San Ramon</i>	<i>Dublin</i>	<i>Danville</i>	<i>Livermore</i>	<i>Pleasanton</i>
<i>Single-Family</i>	2 to 4/unit	2.0/unit	2.0/unit	2.0/unit	2.0/unit
<i>Multi-Family</i>					
Studio units	1.0/unit	1.0/unit	1.0/unit	1.75/unit	1.5 - 2.0/unit ²
1-BR units	1.0/unit	1.0/unit	1.5/unit	1.75/unit	1.5 - 2.0/unit ²
2-BR units	2.0/unit	1.0/unit	2.0/unit	1.75/unit	1.5 - 2.0/unit ²
3-BR units	2.0/unit	1.0/unit	2.0/unit	1.75/unit	2.0/unit
4-BR units	3.0/unit	1.0/unit	2.0/unit	1.75/unit	2.0/unit
Guest Parking	25%	100%	25% ¹	None	14%
100-Unit Multi-Family Prototype ²	230 spaces	200 spaces	228 spaces	175 spaces	212 spaces

Notes:

¹ Applies to requirement for two or more bedrooms;

² Requirement for first 4 units; 1.5 spaces per unit required for each unit thereafter.

Sources: City of San Ramon Municipal Code, 2014; City of Danville Municipal Code, 2014; City of Dublin Municipal Code, 2014; City of Livermore Municipal Code, 2014; and City of Pleasanton Municipal Code, 2014.

ZONING OVERLAYS

In addition to development standards established for the residential and mixed use base zone districts, overlay districts of the Zoning Ordinance provide additional regulations for residential development. The following zoning overlays apply to residential development in portions of the City:

Landmark Overlay (-L): The Landmark Overlay Zone is intended to implement historic preservation goals of the General Plan by preventing the demolition, alteration, or neglect of historic or architecturally significant buildings that form an important link to San Ramon’s past. The overlay also provides a mechanism to resolve conflicts in an orderly fashion between the goals of landmark preservation and alternative land uses. The Planning Commission must approve a discretionary permit for the construction, alteration, enlargement, or demolition of a building or structure located in the overlay. The Commission must also find that any proposed new construction within will be compatible with and help achieve the purposes of the landmark overlay zone prior to granting Architectural Review approval. Director of Planning/Community Development approval is required for the removal or alteration of landscape materials identified as significant resources by a Landmark District Conservation Plan. Owners of property within the –L Overlay Zone and owners of designated landmarks are responsible to maintain their structures and premises in good repair at all times. Currently, no land within San Ramon is affected by the Landmark Overlay Zone.

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Senior Housing Overlay (-SH): The Senior Housing overlay zone is intended to encourage the production of housing that meets the special needs of seniors and provide standards to ensure that senior housing be compatible with existing neighborhood character. The -SH Overlay Zone currently applies to 49 acres of land within San Ramon and may be combined with any residential base zone. Developments utilizing the Overlay Zone must be for residents age 55 years or older. One or more density bonus incentives are available for senior citizen housing development.

PROVISION FOR A VARIETY OF HOUSING TYPES

Housing element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and development standards to encourage the development of a variety of housing types for all economic segments of the population. This includes single-family homes, multi-family housing, second units, mobile homes, homeless shelters and transitional housing, among others. Table 11-26 below summarizes the various housing types permitted within the City's zoning districts.

Besides single-family homes, the City provides for various other housing types to meet the special needs of the community, including persons earning lower income, seniors, persons with disabilities, the homeless, and agricultural workers, among others.

Table 11-26: Housing Types Permitted by Zone

<i>Housing Types</i>	<i>RC</i>	<i>HR, RE-A, RE-B</i>	<i>RS-12, RS-10, RS-7, RS-6, RS-D</i>	<i>RM, RMH</i>	<i>RH</i>	<i>RVH</i>	<i>MU</i>	<i>CCMU</i>	<i>CT</i>
Single-Family Dwellings	P	P	P	P	—	—	—	—	—
Second Units	P	P	P	P	—	—	—	—	—
Manufactured and Mobile Homes	P	P	P	P	—	—	—	—	—
Mobile Home Parks	UP	UP	UP	UP	UP	UP	—	—	—
Multi-Family	—	—	—	P	P	P	—	—	—
Homeless Shelters	—	—	—	—	—	—	—	—	P
Single-room Occupancy Unit	—	—	—	—	UP	UP	—	—	—
Transitional Housing, 6 or fewer persons	P	P	P	P	P	P	UP	UP	UP
Transitional Housing, 7 or more persons	UP	—	—	—	UP	—	UP	UP	UP
Supportive Housing, 6 or fewer persons	P	P	P	P	P	P	UP	UP	UP
Supportive Housing, 7 or more persons	UP	—	—	—	UP	—	UP	UP	UP

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Table 11 26 (cont.): Housing Types Permitted by Zone

<i>Housing Types</i>	<i>RC</i>	<i>HR, RE-A, RE-B</i>	<i>RS-12, RS-10, RS-7, RS-6, RS-D</i>	<i>RM, RMH</i>	<i>RH</i>	<i>RVH</i>	<i>MU</i>	<i>CCMU</i>	<i>CT</i>
Residential Care, 6 or fewer persons	P	P	P	P	P	P	MUP	MUP	—
Residential Care, 7 or more persons	UP	UP	UP	UP	UP	UP	MUP	MUP	—
Residential Care Facility for the Elderly	UP	UP	UP	UP	UP	UP	—	—	—
Rooming or Boarding House	P	P	P	P	P	P	—	—	—
Live/Work Units	—	—	—	—	—	—	MUP	MUP	UP
Mixed Use Residential	—	—	—	—	—	—	P	P	—

Notes:

P = Permitted, Zoning Clearance Required; MUP = Minor Use Permit; UP = Use Permit Required; — = Use not allowed.

Source: Zoning Ordinance, City of San Ramon 2013.

Single-Family Dwellings

A “single-family dwelling” is defined in the Zoning Ordinance as a building designed for and/or occupied exclusively by one family. This definition also includes factory built, modular housing units, constructed in compliance with the Uniform Building Code (UBC), and mobile homes/manufactured housing units that comply with the National Manufactured Housing Construction and Safety Standards Act of 1974, placed on permanent foundation systems (see Mobile Homes below). The term “family” is not defined in the Zoning Ordinance. Single-family dwellings are permitted in all residential zones, with the exception of the RH and RVH zones.

Second Units

A “second unit” is defined as a second permanent dwelling that is accessory to a primary dwelling on the same site. A second unit or carriage house provides complete, independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking, sanitation, and parking, and if attached to the primary dwelling, is provided exterior access separate from the primary dwelling. Second units may be an alternative source of affordable housing to lower income households and seniors.

Second units can be constructed with a ministerial permit within the RC, HR, RE, RS, RM, RM-R, RMH, and RMH-R, subject to the following standards:

- Unit must be at least 350 square feet, but no more than 35 percent of the net floor area of the existing dwelling up to a maximum of 1,200 square feet;
- Net floor area of existing dwelling must not be reduced by more than 20 percent to accommodate a second unit;

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- Unit must not include more than two bedrooms and two bathrooms;
- Unit must provide one covered or uncovered parking space not located in the front yard setback in addition to the parking required for the primary unit; and
- Owner must occupy either primary or second unit.

The City has issued building permits for six second dwelling units since 2009 through 2013.

Manufactured and Mobile Homes

Manufactured housing and mobile homes can be an affordable housing option for low and moderate income households. The California Department of Finance reported in 2014 that San Ramon's housing stock included only 37 mobile homes.

A mobile home built after June 15, 1976, certified under the National Manufactured Home Construction and Safety Act of 1974, and built on a permanent foundation may be located in any residential zone where a conventional single-family detached dwelling is permitted subject to the same restrictions on density and to the same property development regulations, provided that the mobile home has received approval of the Architectural Review Board and receives a Certificate of Compatibility. Criteria for issuing a Certificate of Compatibility are established in the Zoning Ordinance to protect neighborhood integrity, provide for harmonious relationship between mobile homes and surrounding uses, and minimize problems that could occur as a result of locating mobile homes on residential lots. Mobile homes are not allowed:

- On lots that do not meet the dimensional requirements of the Zoning Ordinance;
- As a second or additional unit on an already developed lot;
- On lots with an average slope of more than 10 percent, or on any portion of a lot where the slope exceeds 15 percent; or
- On lots covered by the Landmark overlay zone (-L) or on a designated historical site.

Mobile Home Parks

Although no mobile home parks are located in San Ramon, the Zoning Ordinance accommodates this use within all residential zones. Mobile home parks require a Use Permit in residential base zones.

Multi-Family Housing

According to the State Department of Finance, multi-family housing makes up approximately 27 percent of the 2014 housing stock in San Ramon. Multi-family housing, including apartments, condominiums, and townhomes, is permitted within the RM, RM-R, RMH, RMH-R, RH, RH-R, and RVH zone districts. Multi-family rental housing developments that do not involve a major subdivision (five or more lots) require review by the Architectural Review Board (ARB) and approval by the Zoning Administrator (ZA). Subdivisions of five or more lots, including large condominium and townhome subdivisions, are subject to ARB review and Planning Commission review and approval. The City has approved several large apartment complexes since 2009. Recently approved projects include Highland Points (293 units), Seville (165 units) and Valencia (186 units). Given the City's success in providing multi-

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family housing, development standards and permit processing procedures are not onerous and do not serve to constrain multi-family housing development.

Homeless Shelters

Homeless shelters provide shelter to homeless families and/or homeless individuals on a limited short-term basis. Senate Bill 2, enacted in October 2007, requires local governments to identify one or more zoning categories that allow emergency shelters without discretionary review. The statute permits the City to apply limited conditions to the approval of ministerial permits for emergency shelters. The identified zone must have sufficient capacity to accommodate at least one year-round shelter and accommodate the City's share of the regional unsheltered homeless population. San Ramon's share of the regional unsheltered homeless population is estimated to be four individuals.

The City amended the Zoning Ordinance in 2012 to permit homeless shelters with a ministerial permit within the Thorough Fare Commercial (CT) zone consistent with State law. Properties zoned CT are centrally located along major transportation corridors. Criteria to review non-discretionary applications for homeless shelters were incorporated into the Zoning Ordinance in 2012. The Zoning Ordinance was also amended to provide a definition of homeless shelters that is consistent with the definition contained within Health and Safety Code Section 50801(e).

The CT zone covers approximately 11.58 acres on six parcels in San Ramon. Adequate capacity exists either on underutilized properties or through conversion of older buildings to accommodate a homeless shelter for at least four homeless individuals.

Transitional Housing

Transitional housing is defined by the City as a residence that provides housing for up to two years. Residents of transitional housing are usually connected to supportive services designed to assist the homeless in achieving greater economic independence and a permanent, stable living situation. Transitional housing can take several forms, including group quarters with beds, single-family homes, and multi-family apartments and typically offers case management and support services to help return people to independent living (often six months to two years).

California Health and Safety Code (Section 50675.2) defines "transitional housing" and "transitional housing development" as buildings configured as rental housing developments, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months. In 2012, the City amended the Zoning Ordinance to permit transitional housing facilities serving six or few persons in all residential districts by-right. Transitional housing facilities serving seven or more persons are allowed within the RC, RH, MU, CCMU, and CT zones with approval of a Use Permit.

Residential Care Facilities

Residential care facilities licensed or supervised by a Federal, State, or local health/welfare agency provide 24-hour non-medical care of unrelated persons who are handicapped and in need of personal services, supervision, or assistance essential for sustaining the activities of

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daily living or for the protection of the individual in a family-like environment. According to the State Department of Social Services, Community Care Licensing Division, five licensed group homes with 30 beds and one licensed adult residential facility with four beds are located in San Ramon.

Residential care facilities serving six or fewer clients are permitted within all residential zones and require a Minor Use Permit in the MU zones. Residential care facilities serving seven or more clients require a Use Permit in the CC zone and all residential zones.

Residential Care Facilities for the Elderly (RCFEs)

RCFEs are licensed by the State where 75 percent of the residents are at least 62 years of age and where varying levels of care and supervision are provided, as agreed to at the time of admission or as determined necessary at subsequent times of reappraisal. RCFE projects may include basic services and community space and include assisted living facilities (board and care homes), congregate housing, independent living centers/senior apartments, and life care facilities. A total of 374 beds in 23 RCFEs are currently located in San Ramon, according to the State Department of Social Services.

In 2012, the City amended the Zoning Ordinance to allow RCFEs serving six or fewer persons as permitted by-right in all residential zones. RCFEs serving seven or more persons continue to require a Use Permit within all residential zones.

Rooming or Boarding Houses

Rooming or boarding houses are dwellings or part of a dwellings where rooms may be rented for occupancy by no more than four persons who are not members of a single housekeeping unit, with no more than four bedrooms rented in each dwelling. Rooming or boarding houses are permitted in all residential zones.

Live/Work Units

A Live/work unit is an integrated housing unit and working space, occupied and utilized by a single household in a structure, either single-family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activity. Live/work units are permitted with approval of a Minor Use Permit in the MU and CCMU zones and with a Use Permit in the CT and CS commercial zones. Minor Use Permits require approval of the Zoning Administrator. A public hearing is only required if requested by an interested party.

Mixed Use Residential

Mixed use projects combine both non-residential and residential uses on the same site. Mixed use development can help reduce the effects of housing cost burden by increasing density and offering opportunities for reduced vehicular trips by walking, bicycling or taking public transportation. Mixed use residential developments are permitted within the MU and CCMU zones.

Single Room Occupancy Units (SROs)

SRO units are one-room units intended for occupancy by a single individual. They are distinct from a studio or efficiency unit, in that a studio is a one-room unit that must contain a kitchen

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and bathroom. Although SRO units are not required to have a kitchen or bathroom, many SROs have one or the other. In 2012, the City amended the Zoning Ordinance to facilitate the provision of SROs consistent with SB 2 enacted in 2007. SROs are permitted with a Use Permit in the RH and RVH zones.

Supportive Housing

Supportive housing links the provision of housing and social services for the homeless, people with disabilities, and a variety of other special needs populations. California Health and Safety Code (Section 50675.2) defines “supportive housing” as housing with no limit on length of stay, that is occupied by the low income adults with disabilities, and that is linked to on-site or off-site services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community.

In 2012, the City amended the Zoning Ordinance to permit supportive housing facilities serving six or few persons in all residential districts by-right. Supportive housing facilities serving seven or more persons are allowed within the RC, RH, MU, CCMU, and CT zones with approval of a Use Permit. The Zoning Ordinance was also amended to include a definition of supportive housing that is consistent with the definition contained within Health and Safety Code Section 50675.2.

Farmworker Employee Housing

Only 1.81 acres of land within San Ramon is zoned for agricultural use and no residents of San Ramon were identified by the Census as employed in farming, fishing, or forestry occupations. Moreover, less than one percent of Contra Costa County residents were employed in these occupations. Therefore, San Ramon has no specific need for farmworker housing. However, pursuant to the State Employee Housing Act (Section 17000 of the Health and Safety Code), employee housing for agricultural workers consisting of no more than 36 beds in a group quarters or 12 units or spaces designed for use by a single family or household is permitted by right in an agricultural land use designation. Therefore, for properties that permit agricultural uses such as in the Agricultural, Rural Conservation, Hillside Residential and Residential Estate zones, a local jurisdiction may not treat employee housing that meets the above criteria any differently than an agricultural use. Furthermore, any employee housing providing accommodations for six or fewer employees shall be deemed a single-family structure with a residential land use designation, according to the Employee Housing Act. The Zoning Ordinance permits employee housing for six or fewer persons where a single-family residence is permitted. No conditional or special use permit or variance is required. The Zoning Ordinance also allows agricultural employees to live in mobile homes within the Agricultural zone.

In the City’s Sphere of Influence, 2,244 acres of land are pre-zoned Agriculture where the City considers major agricultural operations are appropriate. However, these are unincorporated lands under the land use jurisdiction of the County of Contra Costa.

DEVELOPMENT REVIEW PROCESS

The processing time needed to obtain development permits and required approvals is commonly cited by the development community as a prime contributor to the high cost of

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housing. Depending on the magnitude and complexity of the development proposal, the time which elapses from application submittal to project approval may vary considerably. Factors that can affect the length of development review on a proposed project include: rezoning or general plan amendment requirements, public hearing required for Commission/Council review, or a required Negative Declaration or Environmental Impact Report (EIR).

Generally, all developments undergo an environmental, land use, and design review process to ensure quality development throughout the City. This process can take anywhere from three to four months for a minor subdivision application, to a year or more for a major subdivision requiring an EIR. In many cases, the lengthy period of time between project application and approval is necessary due to complicated environmental, infrastructure, or other development issues. However, it is recognized that time lapse equals increased costs, and affordable housing projects are given priority in the review process (Program 22). San Ramon's review and entitlement processes and procedures are described in detail in Appendix 11-D.

Land Use Development Application Processing Timelines

Applications for development are generally processed based on the following schedule:

- 30 days or less: Lot line adjustments; single-family residence alterations and additions; and staff level Architectural Review.
- 45 days or less: Variances; Architecture Board Review (new single-family homes); and Minor Use Permits.
- 180 days or less: Residential development applications; mixed-use developments; Hillside residential developments; and Use Permits.
- 180 days or more: Any project requiring an EIR; Rezoning; General Plan Amendment; Specific Plan Amendment; and Zoning Text Amendment.

Overall, the City is able to process development applications in a timely manner. However, the City will prioritize the processing of affordable housing projects with more than 25 percent BMR units (Program 22).

SITE IMPROVEMENTS, DEVELOPMENT FEES AND EXACTIONS

For large subdivisions, the City requires the construction of reasonable on- and off-site improvements as permitted by the Subdivision Map Act. Typical improvements required of a developer include:

- Grading and improvement of public and private streets including surfacing, curbs, gutters, sidewalks, street lighting, street name signs, and necessary barricades or traffic safety devices;
- Assessing and collecting fees for the purpose of defraying the actual or estimated cost of constructing bridges or major thoroughfares;
- Storm drainage and flood control facilities within and outside of the subdivision (when necessary) to carry storm runoff both tributary to and originating within the subdivision;

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- A public or private sewage system that meets public sewer system standards;
- A water supply system providing an adequate supply of potable water to each lot and fire hydrant within the subdivision;
- Fire hydrants and connections of the type and at locations specified by the San Ramon Valley Fire Protection District;
- Public utility distribution facilities including gas, electric, telephone and cable television necessary to serve each lot in the subdivision; and
- Local transit facilities such as shelters, benches, bus turnouts, park-and-ride facilities and similar items for large subdivisions.

Specific standards for design and improvements of subdivisions must be in accordance with the applicable sections of the General Plan, Specific Plans, Zoning Ordinance, Subdivision Ordinance, and other requirements of the Director of Engineering Services.

The City also may require dedication of land for public use. Dedicated rights-of-way must be designed, developed, and improved according to City standards. The City of San Ramon Street Design Criteria is summarized in Table 11-27.

Table 11-27: Roadway Design Criteria

<i>Roadway Type</i>	<i>Right-of-Way</i>	<i>Curb-to-Curb</i>	<i>Dividing Strip</i>	<i>Sidewalk Area</i>
Principle Thoroughfares – Type A	110-ft	72-ft	18-ft	20-ft
Principle Thoroughfares – Type B	100-ft	64-ft	16-ft	20-ft
General Thoroughfares	84-ft	64-ft	—	20-ft
General Arterials	60-ft	40-ft	—	20-ft

Source: City of San Ramon, Subdivision Ordinance, 2014.

In addition to improvements and dedication of public land, residential developers are subject to a variety of fees and exactions to process permits and provide necessary services and facilities as allowed by State law. The City requires parkland dedication or fee in-lieu of dedication in accordance and consistent with the Quimby Act; as such, credit can be received for private open space against the requirement for land dedication or payment of fees in-lieu of dedication. In general, these development fees can be a constraint to the development of housing and compromise project feasibility because the additional cost borne by developers contributes to overall increased housing unit cost. However, the fees are necessary to maintain adequate planning services and other public services and facilities in the City.

The City's permit processing fee schedule for residential development is displayed in Table 11-28. Most permit processing fees are levied on a full cost recovery basis to recoup actual administrative costs incurred to the City during the development review process. Development impact fees are also levied to offset fiscal impacts of new developments, consistent with

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implementing policies of the Growth Management Element of the General Plan. San Ramon's development impact fees are summarized in Table 11-29.

As shown in Table 11-30, development fees for a model single-family dwelling unit total approximately \$81,702.90. Development fees for a model multi-family unit total approximately \$45,262.28. These figures exclude Parkland Dedication Fees, which are based on Fair Market Value as derived from an appraisal at the time of project approval. These fees include school, water, and sewer fees that are imposed by outside agencies over which the City has no control.

In 2014, San Ramon formed a Community Facilities District (CFD)—a financing district that levies a special tax to fund the cost of certain additional facilities and services required by the new development, but not fully funded by revenue generated by the development. The CFD's Maximum Special Tax rates per year (in FY 2013-14 dollars) are as follows for the various classes of properties: Single-Family Parcels—\$743.75 per residence, Condominiums/Townhomes—\$595 per residence, and Multi-Family—\$446.25. For FY 2014-15 and on, the Special Tax Rate for Single Family, Condominium, and Multi Family parcels will be increased by the Consumer Price Index for San Francisco Bay Area Urban Wage Earners (from December 2013) with a minimum of four (4.00%) compounded annually.

Each new development prepares a fiscal analysis (nexus study). Upon completion of the fiscal analysis and a determination that the project will generate insufficient General Fund revenues to annually pay for the General Fund expenses of servicing the development, approval of the new development will include a condition of project approval that would require the project developer to fund the negative fiscal impact of the project. One mechanism for funding would be to join the City's CFD.

New developments that choose to be annexed into the CFD will be done so at the current special tax rate or if necessary a lower/higher special tax rate will be set based upon the fiscal analysis provided to the City. At the time of annexation, consideration will be taken on what type of development will be annexed into the CFD (multi-family vs. single-family, senior housing, affordable housing, etc.) in order to set the special tax rate. For new affordable development projects where an affordable housing agreement will be signed, the City will analyze the CFD rate and its impact to lower income housing units as part of the affordable housing agreement review.

Annexation into the CFD is not mandatory for new development; developments are given the option to join the existing CFD or form a new financing mechanism to fund any negative fiscal impact of the project. New developments that choose to join the CFD can be expeditiously annexed into the existing district with the unanimous approval of the landowner of the parcel or parcels and one City Council action. This allows future subdivisions with similar financial deficiencies to be easily annexed into the CFD.

While the City's fees and special taxes are tied to the costs of providing necessary services, they can impact the development of affordable housing. Reduced, waived, deferred, or reimbursed fees and a lower CFD rate are possible incentives and may be available through density bonus incentives. Additionally, a comprehensive update of the City's development impact fees is currently underway and will evaluate infrastructure, capital, and affordable

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housing needs commensurate with anticipated growth. Policy 2.3-I-24 of the General Plan (Economic Development Element) includes a policy that the City will continue to review its impact fee structure to assure that fees are equitable and fair in relationship to the needs and desires of the community and fees are reflective of actual costs and remain consistent with State law.

Table 11-28: Permit Processing Fees

<i>Type</i>	<i>Amount</i>
<i>Architectural Review</i>	
1 unit	T&M plus \$500 deposit
2 to 10 units	T&M plus \$1,000 deposit
10+ units	T&M plus \$3,000 deposit
Development Agreement	T&M plus \$2,000 deposit
Residential Development Plan	T&M plus \$5,000 deposit
<i>Environmental Review</i>	
Categorical Exemption	\$75
Negative Declaration	
Administratively prepared	T&M plus \$1,500 deposit
Consultant prepared	Consultant's Cost + 30% Administrative Fee
Environmental Impact Report	Consultant's Cost + 30% Administrative Fee
<i>Mitigation Monitoring Administration</i>	
County Filing Fee	\$50
CDFG Filing Fee	\$2,181.25 to \$3,029.75
<i>Mitigation Monitoring Program</i>	
Implementation/Special Peer/Consultant Review	Consultant's Cost + 30% Administrative Fee
Mitigation Monitoring Staff Time	T&M plus \$1,500 deposit
General Plan Amendment	T&M plus \$5,000 deposit
Specific Plan	T&M + Consultant's Cost + 30% Administrative Fee (for deposit)
Rezone	T&M plus \$3,000 deposit

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Table 11-28 (cont.): Permit Processing Fees

<i>Type</i>	<i>Amount</i>
<i>Subdivisions</i>	
Major	T&M plus \$3,000 deposit
Minor	T&M plus \$3,000 deposit
<i>Use Permits</i>	
Congregate Care/Group Homes when located within a residence	T&M plus \$1,500 deposit
Major Use Permit and Amendments requiring Public Hearing(s)	T&M plus \$3,000 deposit
Minor Use Permit and Amendments	T&M plus \$750 deposit
<i>Variance</i>	
Administrative Variance	\$500
Public Hearing Required	T&M plus \$1,500 deposit
Single Family Residence	\$300
Minor Exception	\$300
Zoning Review/Building Permit	Retain 25% of Residential Building Permit fee

Notes:

T&M is time and materials for “fully burdened” hourly rates for each employee working on the application. The fully burdened hourly rate includes City overhead for clerical and other support employees, facilities, and equipment.

Deposit amounts are set at assumed average cost of time and materials to provide the service.

Source: City of San Ramon, Fee Schedule, July 1, 2013.

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Table 11-29: Residential Development Impact Fees

<i>Impact Fee Type</i>	<i>Amount</i>
School Age Child Care Fee	\$445.45 per dwelling unit
Beautification/Cultural Activities	0.001 of the building code valuation
GIS Mapping Fee	0.0008 of the building code valuation
Westside SP Recovery Costs	\$492.91 per dwelling unit
General Plan Recovery Costs	0.003 of building code valuation
Zoning Ordinance Recovery Costs	0.001 of building code valuation
Parkland Dedication In-Lieu Fee	Fair Market Value
Crow Canyon SP Recovery Fee	\$598.11 per unit
<i>Citywide Traffic Impact Mitigation Fees</i>	
Single-Family	\$751 per unit
Apartment, Townhouse, Condo	\$523 per unit
<i>Southern Contra Costa JEPA Traffic Impact Mitigation Fees</i>	
Contra Costa Sub-Regional: Residential	\$3,455 per unit
Southern Contra Costa Sub-Regional: Residential	\$1,252 per unit
<i>Tri-Valley Transportation Development Fees</i>	
Single Family	\$2,313 per unit
Multifamily	\$1,472 per unit
County Flood Control District – Drainage Fee	\$.20 per square foot of new impervious surface
<i>Creek Study Drainage and Mitigation Fee</i>	
Twin Creeks Watershed	\$3,000 per developable acre
South San Ramon Creek	\$1,500 per developable acre
Oak Creek Watershed	\$1,750 per developable acre
Drainage Mitigation Fee	\$0.30 per sq. ft. or portion thereof of site impervious surface
<i>Water System Connection Fee</i>	
EBMUD—Single Family	\$34,460 per unit
EBMUD—Multi-Family	Varies ¹
DSRSD—Single Family	\$12,246 per unit
DSRSD—Multi-Family	Varies ¹

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Table 11-29 (cont.): Residential Development Impact Fees (cont.)

<i>Impact Fee Type</i>	<i>Amount</i>
<i>Sewer Connection Fee</i>	
DSRSD—Single-Family Home	\$16,656 per unit
DSRSD—Multi-Family Unit	Condominium \$12,493 per unit, Apartment \$10,977 per unit
CCCSO—New Dwelling Unit	\$7,435 per unit
<i>School Impact Fee</i>	
New Single-Family Home	\$5.61 per square foot

Note:

¹ Varies, depending on size of water meter

BUILDING CODE AND ENFORCEMENT

Effective January 1, 2014, the City implements the 2013 California Building Codes, which are based on the International Building Codes. The California Building Codes establish standards and requires inspections at various stages of construction to ensure code compliance and minimum health and safety standards. Although these standards may increase housing production costs, these standards are mandated by the State of California and are intended to provide structurally sound, safe, and energy-efficient housing.

HOUSING FOR PERSONS WITH DISABILITIES

Both the federal Fair Housing Amendment Act (FHAA) and the California Fair Employment and Housing Act direct local governments to make reasonable accommodations (i.e. modifications or exceptions) in their zoning laws and other land use regulations when such accommodations may be necessary to afford disabled persons an equal opportunity to use and enjoy a dwelling. The City conducted an analysis of the zoning ordinance, permitting procedures, development standards, and building codes to identify potential constraints for housing for persons with disabilities. The City's policies and regulations regarding housing for persons with disabilities are described below.

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Table 11-30: Model Development Fees in San Ramon

	<i>Single-Family</i>	<i>Multi-Family</i>
Assumed Project Size (units)	140	85
Living Area per Unit (sq. ft.)	2,050	1,330
Garage per Unit (sq. ft.)	470	470
GIS Mapping Fee	\$287.95	\$96.82
City Beautification Fee	\$359.94	\$121.03
Child Care	\$445.45	\$445.45
Issuance Fee	\$35	\$35
Microfilm ¹	\$1.50 per page	\$1.50 per page
Plan Check Fees	\$2,727.08	\$1,241.95
Permit Fees	\$5,479.42	\$2,477.56
Parkland Dedication ²	Dependent on Fair Market Value	Dependent of Fair Market Value
SMIP Residential	\$46.80	\$15.86
General Plan Recovery	\$1,079.82	\$363.08
Zoning Ordinance Recovery	\$359.94	\$121.03
<i>Traffic Mitigation</i>		
City	\$790	\$550
Region	\$1,317	\$1,317
Sub-Region	\$3,635	\$3,635
Tri-Valley Development	\$2,433	\$1,549
Water Connection Fee ³	\$34,460	\$9,210
Sewer Connection Fee ⁴	\$16,656	\$12,493
School Impact Fee	\$11,500.50	\$11,500.50
Total Fees per Unit	\$81,702.90+ Parkland Dedication	\$45,262.28 + Parkland Dedication

Note:

¹ Estimated 60 pages to be microfilmed

² Parkland Dedication In-Lieu Fee is based on Fair Market Value of land and derived from an appraisal at the time of the project. Parkland Dedication In-Lieu Fee has ranged between \$19,000 to \$23,000 per dwelling unit between 2012 to 2014. Estimate based on higher range of fee

³ Estimate based on higher fees charged by EBMUD

⁴ Estimate based on higher fees charged by DSRSD

Source: City of San Ramon Planning Services Department, 2014 and 2015.

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Zoning and Land Use

Under State Lanterman Developmental Disabilities Services Act (aka Lanterman Act), small licensed residential care facilities for six or fewer persons must be treated as regular residential uses and permitted by-right in all residential districts; San Ramon is compliant with the Lanterman Act. State licensed residential care facilities serving six or fewer clients are permitted within all residential zones. Residential care facilities serving seven or more clients require a Use Permit in all residential zones. Criteria that would be used to review Use Permit applications for residential care facilities serving seven or more clients pertain to performance standards and are not specific to the proposed use. Occupancy standards for residential care facilities are the same as those for all other residential uses as promulgated by the California State Fire Marshal's Office. The City has not adopted a spacing requirement for residential care facilities.

The Land Use Element and Zoning Ordinance provide for the development of multi-family housing in the RM, RMH, RH, and RVH zones. Regular multi-family housing for persons with special needs, such as apartments for seniors and the disabled are considered regular residential uses permitted by-right in these zones. The City's land use policies and zoning provisions do not constrain the development of such housing.

It may also be reasonable to accommodate requests from persons with disabilities to waive a setback requirement or other standards of the Zoning Ordinance to ensure that homes are accessible for the mobility impaired. The City Building and Safety Services Division provides ongoing assistance to complete rehabilitation work for single-family properties and public facilities to install necessary accommodations, including installation of accessibility ramps and railings to meet handicapped accessibility. Necessary improvements to enhance accessibility may result in conflicts with Zoning Ordinance standards.

In 2012, the City amended the Zoning Ordinance to allow reasonable accommodation through a non-discretionary review process for persons with disabilities seeking equal access to housing under the Federal Fair Housing Act and the California Fair Employment and Housing Act. The Zoning Ordinance establishes specific procedures and thresholds for reasonable accommodation requests with ministerial approval by the Zoning Administrator.

Building Codes

The Building and Safety Division actively enforces 2013 California Building Code provisions that regulate the access and adaptability of buildings to accommodate persons with disabilities. No unique restrictions are in place that would constrain the development of housing for persons with disabilities. Government Code Section 12955.1 requires that 10 percent of the total dwelling units in multi-family buildings without elevators consisting of three or more rental units or four or more condominium units subject to the following building standards for persons with disabilities:

- The primary entry to the dwelling unit shall be on an accessible route unless exempted by site impracticality tests.
- At least one powder room or bathroom shall be located on the primary entry level served by an accessible route.

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- All rooms or spaces located on the primary entry level shall be served by an accessible route. Rooms and spaces located on the primary entry level and subject to this chapter may include but are not limited to kitchens, powder rooms, bathrooms, living rooms, bedrooms, or hallways.
- Common use areas shall be accessible.
- If common tenant parking is provided, accessible parking spaces is required.

Entitlement and Permit Processing

As a standard condition of approval, the Planning Services Division requires all residential development applications to provide opportunities for potential home buyers to purchase dwelling units that are modified for accessibility to meet the home buyer's special needs. Prior to building permit issuance, developers must demonstrate that project sales information identify handicapped accessibility modifications as an option for prospective buyers.

Development and Planning Fees

The City charges a variety of planning fees to cover the expenses and staff resources incurred during the review process, and development impact fees to provide necessary services, facilities, and infrastructure. Planning and development fees increase the cost of housing and may potentially constrain the development of housing for persons with disabilities, many of whom are of lower income due to earning limitations. To facilitate the development of housing affordable to persons with disabilities, the City has provided financial assistance, reduced parking requirements, and other incentives to reduce the cost of development. The City will assist with future development of housing affordable to special needs groups, including seniors and persons with disabilities, with funding assistance and other regulatory concessions/incentives, as appropriate and subject to funding availability (Program 10).

Definition of Family

"Family" is not defined in the San Ramon Zoning Ordinance. The City does not regulate residency by discriminating between biologically related and unrelated persons nor does it regulate or enforce the number of persons constituting a family.

MARKET CONSTRAINTS

Market constraints significantly affect the cost of housing in San Ramon, and can pose barriers to housing production and affordability.

VACANT/UNDERDEVELOPED LAND

The City of San Ramon is located in an established, nearly built-out valley surrounded by pristine hillsides. The City faces increasing development pressure with a limited supply of vacant, unconstrained land. No undeveloped residential land parcels were listed for sale in July 2014, and 14 of the Housing Opportunity Sites identified in the Housing Resources section are vacant parcels. These undeveloped sites are mainly located along the edges of the City on foothill slopes. The limited availability of undeveloped and unconstrained land for residential uses drives up the cost of housing. Significant future housing construction is

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anticipated in mixed-use development areas within the North Camino Ramon Specific Plan area and the Crow Canyon subarea, or as intensification of existing commercial centers.

COST OF HOUSING CONSTRUCTION

Construction costs are the largest component of total costs for a single-family detached unit, accounting for 30 to 40 percent of the finished sale price. According to RS Means Residential Square Foot Costs (2013),⁵ construction costs for an average two-story single-family home (2,000 square feet of living area), and built of stucco on wood frame total \$114 per square foot in the Oakland area. For multi-family attached units, construction costs are slightly higher at \$135. A reduction in amenities and quality of building materials could result in lower costs and sale prices; however, high quality design and sufficient tenant amenities are necessary to maintain minimum health and safety standards.

AVAILABILITY OF FINANCING

The availability of financing affects a person's ability to purchase or improve a home. Under the Home Mortgage Disclosure Act (HMDA), lending institutions are required to disclose information on the disposition of loan applications by the income, gender, and race of the applicants. This applies to all loan applications for home purchases, improvements, and refinancing, whether financed at market rate or with government assistance.

Table 11-31 summarizes the disposition of loan applications submitted to financial institutions in 2012 for home purchase, refinance, and home improvement loans in San Ramon.⁶ Included is information on loan applications that were approved and originated, approved but not accepted by the applicant, denied, withdrawn by the applicant, or incomplete.

Home Purchase Loans

In 2012, a total of 1,416 San Ramon households applied for conventional loans to purchase homes. The overall loan approval rate was 80 percent and eight percent of applications were denied. 226 applications were submitted for the purchase of homes in San Ramon through government-backed loans (e.g. FHA, VA) in 2012. To be eligible for such loans, residents must meet the established income standards and most applicants are lower or moderate income households. Among applications for government-backed home purchase loans in 2012, 76 percent were approved and 12 percent were denied.

Refinance Loans

San Ramon residents filed 9,740 applications for home refinance loans in 2012 with 78 percent of these applications approved and 10 percent denied. The number of refinance loans has gone up considerably since the mortgage banking crisis that began in 2008. Lending restrictions due to the mortgage banking crisis placed homeownership out of reach for many,

⁵ RSMeans is an online resource for construction books and other related products.

⁶ HMDA data is aggregated by census tract, not by municipal boundary. HMDA data presented in this Housing Element is based on the census tracts that approximate the geographic coverage of the City of San Ramon.

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but in 2012 lenders have begun to ease the qualifications required for a competitive mortgage rate⁷

Home Improvement Loans

San Ramon residents filed 141 applications for home improvement loans with 70 percent of applicants approved and 23 percent denied by lending institutions in 2012. The large proportion of home improvement loan denials may be explained by the nature of these loans. Whereas the common home equity loan of credit is secured by equity in a home, most home improvement loans are unsecured loans and can be more risky for lenders.

To address potential private market lending constraints and expand homeownership and home improvement opportunities, the City of San Ramon offers and/or participates in a variety of programs. These include the First Time Homebuyers and Housing Rehabilitation programs offered by the Tri-Valley Opportunity Center and the City, respectively. Such programs assist lower and moderate income residents by increasing access to favorable loan terms to purchase or improve their homes.

FORECLOSURES

With low interest rates, “creative” financing (e.g., zero down, interest only, adjustable loans), and predatory lending practices (e.g. aggressive marketing, hidden fees, negative amortization), many households nationwide purchased homes that were beyond their financial means between 2000 and 2005. Under the false assumptions that refinancing to lower interest rates would always be an option and home prices would continue to rise at double-digit rates, many households were (and still are) unprepared for the hikes in interest rates, expiration of short-term fixed rates, and decline in sales prices that set off in 2006. Suddenly faced with significantly inflated mortgage payments, and mortgage loans that are larger than the worth of the homes, foreclosure was the only option available to many households.

In July 2014, 866 homes in San Ramon were listed as foreclosures.⁸ These homes were listed at various stages of foreclosure (from pre-foreclosures to auctions) and ranged in price from \$86,250 to \$2,184,074. The high prices of these homes facing foreclosure indicate that the impact of foreclosure extends not only to lower and moderate income households, but also households with higher incomes. With implosion of the mortgage lending market, many households had difficulty obtaining new mortgage loans or refinancing, even for above moderate income households. The housing crisis reached its bottom in 2009 and like the rest of the United States, San Ramon experienced an uneven recovery through 2013. While housing prices are increasing, they have not yet reached their previous highs before the crisis. Throughout this period, lenders restricted access to affordable mortgage rates to all but those with extremely high credit scores and a 20 percent down payment. In 2013, these restrictions began to loosen and this trend is projected to continue providing more ownership opportunities as the housing recovery continues.

⁷ HMDA data for 2013 was not available at the writing of this Housing Element.

⁸ <http://www.all-foreclosure.com/>, accessed 7/1/14.

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Table 11-31: Disposition of Home Loans – 2012

<i>Disposition</i>	<i>Home Purchase</i>									
	<i>Government-Backed</i>				<i>Conventional</i>		<i>Refinances</i>		<i>Home Improvement</i>	
	<i>#</i>	<i>%</i>	<i>#</i>	<i>%</i>	<i>#</i>	<i>%</i>	<i>#</i>	<i>%</i>		
Approved, Originated	156	69%	1,046	74%	7,255	74%	93	66%		
Approved, Not Accepted	16	7%	85	6%	387	4%	5	4%		
Denied	26	12%	119	8%	971	10%	32	23%		
Withdrawn	22	10%	124	9%	731	8%	8	6%		
Incomplete	6	3%	42	3%	396	4%	3	2%		
Total	226	100%	1,416	100%	9,740	100%	141	100%		

Note:

Due to rounding errors, totals may add to slightly more or less than 100%.

Source: Home Mortgage Disclosure Act (HMDA) data, 2012.

ENVIRONMENTAL CONSTRAINTS

A community's environmental setting affects the feasibility and cost of developing housing. Environmental issues range from the availability of water to the suitability of land for development due to potential exposure to seismic, flooding, wildfire and other hazards. If not properly recognized and accommodated in residential design, these environmental features could potentially endanger lives and property. This section summarizes these potential constraints in San Ramon.

GEOLOGIC AND SEISMIC HAZARDS

Soils within the San Ramon Planning Area are primarily clays with high shrink-swell potential, which also have high and severe erosion hazards on slopes where bare soil is exposed. Slopes range from level and gently sloping along the valley floor, to slopes exceeding 75 percent in hilly areas and where rock outcrops occur. The clays and silts included in the Planning Area would not be likely to liquefy in the event of a large earthquake, but may be subject to other seismically induced ground failures such as ground lurching. Much of the Tassajara Valley and Bollinger Canyon areas are steeply sloped, with existing and potential new landslides posing concerns for potential new development in these areas.

The active Calaveras fault zone that runs parallel to and just west of Interstate 680 is the primary earthquake concern within San Ramon. Severe ground shaking in the Planning Area has accompanied numerous large-magnitude historic earthquakes in the region, and it is likely that a similar pattern of seismicity will persist in the future. An Alquist-Priolo Earthquake Fault Zone has been established in conjunction with the fault, which prohibits construction of any new structures intended for human occupancy within 50 feet of the mapped fault trace

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unless current geotechnical investigation demonstrates that there are no active fault segments beneath the site of the new structure. Additionally, the Bollinger and Dublin faults (both classified as inactive), and the Mt. Diablo fold-and-thrust belt, would be susceptible to the effects of ground shaking and related secondary ground failures from rupture on the nearby active Calaveras Fault.

STORM FLOODING HAZARDS

According to the Federal Emergency Management Agency (FEMA), a majority of Contra Costa County's creeks and shoreline lie within the 100-year flood plain. The potential for a 100-year flood, which represents a one percent chance each year, exists along small segments of San Ramon Creek, Alamo Creek, San Catanio Creek, Bollinger Creek, and South San Ramon Creek. Developments adjacent to these creek areas could be vulnerable to flooding. Flood plain areas are generally not suitable for residential development.

WILDLAND/URBAN INTERFACE FIRE HAZARDS

Urban and wildland fires pose a threat to residents and property within the San Ramon Planning Area. This risk is the result of a variety of factors, including: type of vegetation and ground cover in the Planning Area, combustibility of certain building materials, ground slope, adequacy of access to fire suppression services, water supply, water pressure, and weather conditions. Fire hazards in San Ramon are usually created by increases in the number of homes adjoining open space, as much of the threat of wildland fires is due to open grasslands abutting residential developments. Many neighborhoods within the City are located in remote regions and are surrounded by grasslands. As San Ramon continues to expand, more of these urban-rural interface areas are created. This situation creates extreme fire hazards, and San Ramon is committed to planning development, with the help of fire protection agencies, that minimizes the risk of fire to the greatest extent possible.

WATER SUPPLY

San Ramon has two water suppliers: East Bay Municipal Utility District (EBMUD) and Dublin San Ramon Services District (DSRSD).

EBMUD acts as the City's water supplier, providing water service to the City from its San Ramon Pressure Zone. EBMUD provides water to all households with the exception of Gale Ranch Phase 2, 3 and 4, and all of Windemere in the Dougherty Valley. 90% of EBMUD's water supply source is from the Mokelumne River. After other entitlements are satisfied during an average year, EBMUD currently obtains approximately 220 mgd from the Mokelumne River.

EBMUD published their Water Supply Management Program 2040 in 2012. The plan meets the need for water in the district through 2040. The 2035 General Plan includes a number of development policies that promote water conservation. The Growth Management Element establishes performance standards for infrastructure and new development must receive written verification, prior to project approval that adequate water supply will be available to serve the project.

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The DSRSD is the provider of potable water for the Dougherty Valley, except for that portion under EBMUD's jurisdiction. The California Superior Court has validated the capability of DSRSD through Zone 7 to provide water to serve the build out of Dougherty Valley.

DSRSD currently purchases treated potable water from Alameda County Zone 7. This water is then retailed to DSRSD customers through a system owned and operated by DSRSD. The water that is wholesaled to DSRSD by Zone 7 is obtained from a combination of the local groundwater basin and a contract with the State of California for State Water Project (SWP) water entitlement.

Zone 7 has entered into a contract to buy a permanent supply of up to 7,000-acre feet of SWP water entitlement. Approximately 4,400-acre feet of water are needed in Dougherty Valley at project buildout (exclusive of the Coyote Creek area which will be served by EBMUD). The amount of SWP water entitlement that has been purchased is greater than the water demand for the Dougherty Valley in order to address the following issues:

- The amount of SWP water delivered is projected to be less than the actual water entitlement obtained because of droughts and new environmental restrictions on the SWP water supply delivered through Delta pumping facilities.
- Losses that may occur in the water system between the location of the SWP facilities and the location of the user in Dougherty Valley.
- Losses that may occur in groundwater storage facilities.
- Additionally, should further pumping restrictions be placed on Delta pumping facilities and 7,000 acre feet prove to be an insufficient quantity to serve the Dougherty Valley, DSRSD has the option to increase the amount of transferred SWP water by as much as 5,000 acre feet per year, thereby assuring that Dougherty Valley will not impact existing supplies.

SEWER SERVICES

Wastewater in San Ramon is collected by the San Ramon Interceptor and the Larwin Pumping Station, both of which are operated by the Central Contra Costa Sanitary District (Central San). Central San indicates that a planned capacity expansion of the interceptor is scheduled to occur at the end of the decade. This capacity expansion would be designed to accommodate planned growth at the time design occurs, which the agency anticipates to be 2018. The City also has installed a Dougherty Valley Tunnel and Trunk Sewer project. These facility upgrades would satisfy planned growth in San Ramon.

Wastewater treatment service in most areas of San Ramon, including the Faria, City Center, Valley Vista, and Old Ranch Summit housing opportunity sites, is provided by Central San. The Dublin San Ramon Services District (DSRSD) provides wastewater treatment service to a smaller portion of San Ramon, including the Dougherty Valley housing opportunity site. Central San has a treatment capacity of 54 million gallons per day (mgd) and currently treats approximately 45 mgd.⁹ Central San currently operates under capacity. DSRSD currently

⁹ Central Contra Costa County Sanitary District website, <http://www.centalsan.org/index.cfm?navid=1>, accessed July 1, 2014.

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treats 10.5 mgd and has a daily capacity to treat 17 mgd.¹⁰ Therefore, DSRSD also operates under capacity. Wastewater generated by the Housing Element, as well as with other planned growth in the Central San service area, has been planned for and approved by the Central San's and DSRSD's long-range planning projections.

HABITAT PROTECTION

Significant biological resources exist in the rural portions of the San Ramon Planning Area. The Land Use Element of the General Plan requires the preparation of a Natural Communities Conservation Plan under a proposed San Ramon Habitat Protection Program if significant floral and/or faunal resources would be affected by residential development in rural areas. The purpose of the San Ramon Habitat Protection Program is the long-term protection, enhancement, and management of sensitive habitat and to ensure that any mitigation for development impacts is adequate. Under the Program, habitat mitigation areas will be established in order to offset any loss of habitat resulting from rural residential development if impacts of development cannot be avoided by project re-design.

11.4 HOUSING RESOURCES

The extent of housing needs in a community often exceeds the resources available. The City of San Ramon must pull together limited resources and use them efficiently in order to address the current and projected housing needs of its residents. This section of the Housing Element provides an overview of resources available to the City.

REGIONAL HOUSING NEEDS ALLOCATION

Projected Housing Needs

State Housing Element law requires that a local jurisdiction accommodate a share of the region's projected housing needs for the planning period. This share, called the Regional Housing Needs Allocation (RHNA), is important because State law mandates that jurisdictions provide sufficient land to accommodate a variety of housing opportunities for all economic segments of the community. Compliance with this requirement is measured by the jurisdiction's ability in providing adequate land to accommodate the RHNA. ABAG, as the regional planning agency, is responsible for allocating the RHNA to individual jurisdictions within the region.

The RHNA is distributed by income category. For the 2015 Housing Element update, the City of San Ramon is allocated a RHNA of 1,417 units as follows:

- Extremely Low/Very Low Income (up to 50 percent of AMI): 516 units (36 percent)¹¹
- Low Income (51 to 80 percent of AMI): 279 units (20 percent)

¹⁰Dublin San Ramon Services District website, <http://www.dsrsd.com/aboutDSRSD/facts.html>, accessed July 1, 2014.

¹¹The City has a RHNA allocation of 516 very low income units (inclusive of extremely low income units). While the RHNA did not separately define housing needs for extremely low income households, the very low-income allocation can be split evenly between very low- and extremely low-income households. The City's RHNA of 516 very low income units have been allocated accordingly. However, for purposes of identifying adequate sites for the RHNA, State law does not mandate the separate accounting for the extremely low income category.

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- Moderate Income (81 to 120 percent of AMI): 282 units (20 percent)
- Above Moderate Income (more than 120 percent of AMI): 340 units (24 percent)

This income distribution includes an “impaction correction” factor to allocate a higher proportion of lower income households to San Ramon in order to balance the regional income distribution across the region. The City must ensure the availability of residential sites at adequate densities and appropriate development standards to accommodate these units.

HOUSING OPPORTUNITY SITES

Table 11-32 and Figure 11-8 illustrates opportunity sites identified for development or redevelopment of housing. Each site is comprised of a group of contiguous parcels that should be treated as an opportunity site as a whole to allow for a comprehensive planning approach. These sites are selected because they have potential for development/redevelopment on all or portions of the site (integrating with existing uses on site), based on recent development on site or in surrounding areas, existing marginal uses on site, and/or discussions with property owners and management companies. Specifically, recent redevelopment on a portion of the site often acts as a catalyst for redeveloping the entire site.

Sites providing the City with opportunities for housing construction total approximately 997 acres. Potential exists within these multi-family and mixed use projects for construction of significant workforce and senior housing supply, located near the City’s shopping centers and transit lines. Using average housing density assumptions, buildout of the General Plan projects approximately 1,992 single-family units and 5,206 multi-family and mixed-use units on these sites. Each site is evaluated by staff individually to determine a realistic development potential, based on average density assumptions, unless otherwise specified in the specific plans, and discounting portions of the site where existing uses are expected to remain. For mixed use sites, the density of 14 du/ac already accounts for nonresidential uses on site. This density factor is based on past development projects and is reasonable because even on mixed use sites, portions of the site may be developed with alone multi-family residential development. Detailed, parcel-specific sites inventory is presented in Appendix 11-E.

State law requires that the City demonstrate an adequate supply of land with appropriate development standards and densities to facilitate and encourage the development of housing that meets the City’s RHNA.

As shown in Table 11-32, development on opportunity housing sites can yield 7,198 additional units. Most mixed use sites will be developed at an average density of 14 units per acre. With this density and the incentives offered for mixed-use developments, housing affordable to moderate income households can be facilitated. Incentives available to mixed use developments include financial support from the Commercial Linkage Fee Program, and efficient parking use.

Dougherty Valley provides for the development of 11,000 housing units. The Settlement Agreement specifies that 25 percent of these units must be affordable to very low, low, and moderate income households as follows:

- 275 Very Low Income (10% of 25%)

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- 688 Low Income (25% of 25%)
- 1,788 Moderate Income (65% of 25%)

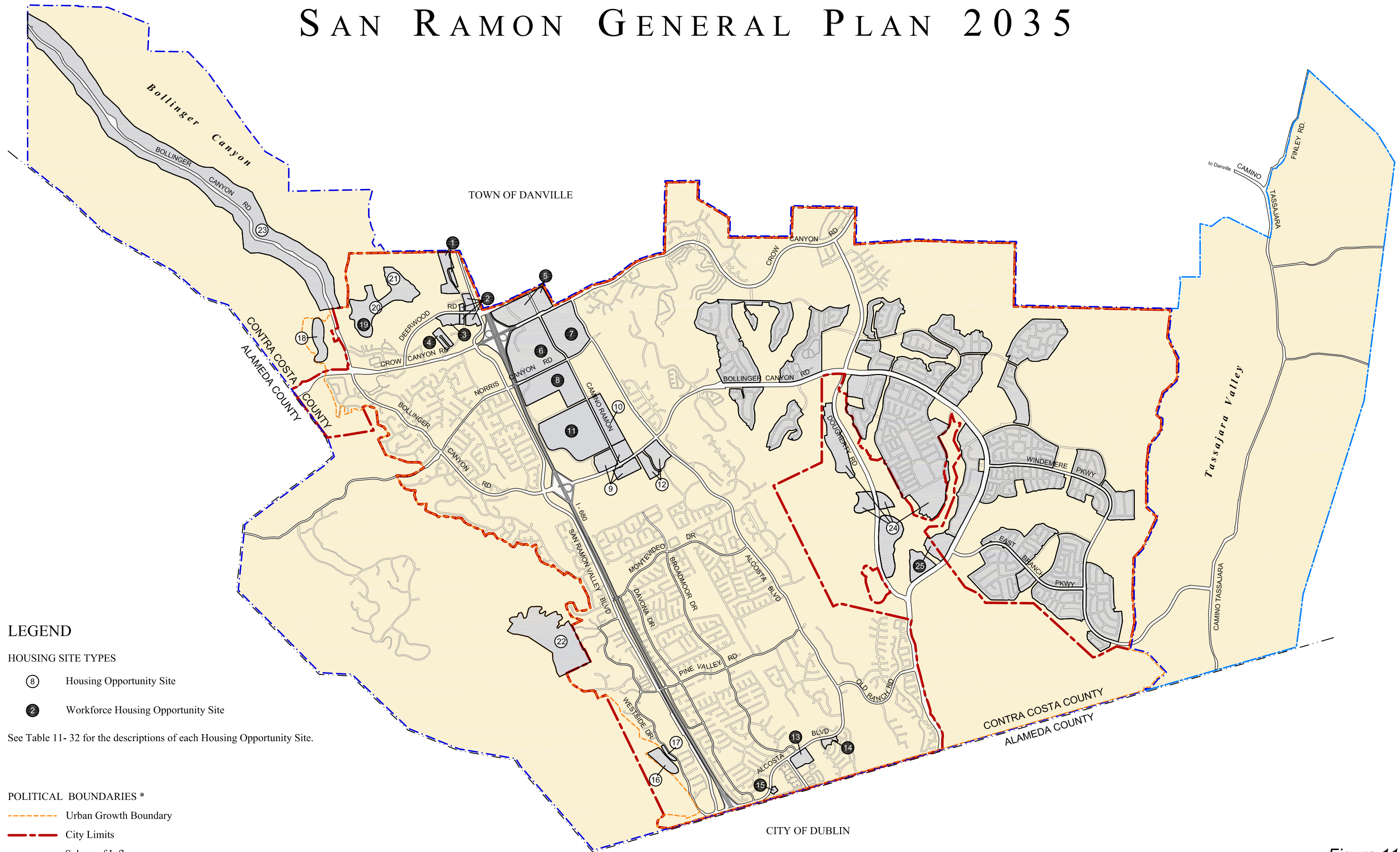
Remaining capacity at Dougherty Valley provides for 2,018 units (Sites 24 and 25).

In addition, Sites 17 and 21 are designated Multifamily Residential - Very High Density, offering a permitted density range of 30 to 50 units per acre. This General Plan designation was created to facilitate affordable housing for lower income households.

In estimating the development potential on the Housing Opportunity Sites, the City uses the following factors:

- 14 units per acre in most mixed use sites based on average realized density in past projects, in consideration of environmental constraints, and addition of a new housing program to establish a density range of 14 to 30 units per acre in the Mixed Use zone;
- Increased density at mixed use sites in the core area of the city, including in the North Camino Ramon Specific Plan Area and the City Center Mixed Use designation, based on fiscal analysis conducted for each project, proximity to transit and transportation infrastructure, and consultation/participation of project property owners;
- Approved development capacity per the Dougherty Valley Specific Plan, Northwest Specific Plan, and Westside Specific Plan;
- Pre-application analyses and meetings with site developers and owners;
- A site's designation as a Priority Development Area (PDA) by ABAG.

SAN RAMON GENERAL PLAN 2035



LEGEND

HOUSING SITE TYPES

- ⑧ Housing Opportunity Site
- ② Workforce Housing Opportunity Site

See Table 11- 32 for the descriptions of each Housing Opportunity Site.

POLITICAL BOUNDARIES *

- - - - - Urban Growth Boundary
- - - - - City Limits
- - - - - Sphere of Influence
- - - - - Planning Area Boundary
- - - - - County Boundary

* The locations of political boundaries are shown adjacent to each other for ease of identification. Actual political boundaries are coterminous when shown as contiguous, parallel, or overlap.



Figure 11-8
Housing Opportunity Sites

(Updated on October 21, 2019)

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Based on these factors, each site/zone was evaluated to determine the realistic capacity as presented in the sites inventory detailed in Table 11-32 and Appendix 11-E.

In 2016, the voter-sponsored “Faria Preserve Development Reduction, Open Space Protection, and Workforce Housing Endowment Initiative” (“Initiative”) was adopted to allow a reduction in the overall density and maximum number of dwelling units in the Faria Preserve from 740 to 618 by reducing the maximum number of dwelling units within Neighborhood V from 302 to 180 (with a maximum density of 18 units per acre). This reduction in residential development density would be accomplished by (1) changing the housing type within Neighborhood V from higher density rental apartment units to lower density, market-rate, age-targeted, for-sale attached, units; and (2) instead of constructing affordable housing on-site, allowing the developer to contribute into a workforce housing endowment fund for the purpose of facilitating affordable housing in San Ramon.

This reduction in density and unit count in the NWSP such that the total unit count within Neighborhood V decreases from 302 apartment units to a maximum of 180 market-rate, age-targeted, for-sale units would be allowed to occur so long as the developer elects to contribute into a fund established by the City for the purpose of facilitating affordable housing, instead of constructing affordable housing on-site. Specifically, the developer would be required to provide a fee to the City in the amount of Fifty Thousand Dollars (\$50,000) per unit developed within Neighborhood V. The maximum amount of this fee for the developer of Neighborhood V is Nine Million Dollars (\$9M) (180 units x \$50,000). The fee shall be paid on a pro rata basis over the number of market-rate for-sale units built within Neighborhood V, and the payments shall commence no sooner than the date of the first close of escrow of each market-rate for-sale residential unit within Neighborhood V.

The City may use the above-referenced funds, in its discretion, to fund a variety of programs intended to facilitate affordable housing. By way of example only, these programs could include, among others, partnering with non-profit developers to transfer and/or construct deed-restricted affordable units; purchase and rehabilitation of existing developments for deed-restricted affordable housing; preservation and replacement options to preserve existing affordable housing stock; purchasing affordability covenants; and/or providing financial support for rental subsidies, down payment assistance, and housing rehabilitation loan services and grant program for eligible households. The foregoing list of potential measures is intended to be illustrative only, and is not intended to constrain the City’s discretion in determining the appropriate way to allocate this funding so long as such funding is used for the purpose of facilitating affordable housing.

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Table 11-32: Housing Opportunity Sites

<i>Site #</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Existing Land Use</i>	<i>Existing Zoning Designation</i>	<i>General Plan Designation</i>	<i>Total Acres</i>	<i>Single - Family</i>	<i>Multi-Family</i>	<i>Total Housing</i>
									<i>(Average Density)</i>
1*	Purdue/Omega	Crow Canyon	Office, Storage, and Auto Repairs	Crow Canyon Specific Plan	Mixed Use	16.8	—	155	155 (22 du/ac)
2*	Deerwood/Omega	Crow Canyon	Office, Vacant, Retail, and Commercial Services	Crow Canyon Specific Plan	Mixed Use	15.6	—	344	344 (22 du/ac)
3*	Deerwood/Old Crow Canyon	Crow Canyon	Mixed Use and Storage	Crow Canyon Specific Plan	Mixed Use	8.8	—	236	236 (26.8 du/ac)
4*	Ryan Industrial Court	Crow Canyon	Office and Commercial Services	Planned Development	Mixed Use	7.3	—	103	103 (14 du/ac)
5*	Camino Ramon/Fostoria	Crow Canyon	Office, Retail, Commercial Services - Auto-Oriented, Commercial Services - Other, Storage, and Civic and Institutional	North Camino Ramon Specific Plan Area	Mixed Use	47.9	—	149	149 (20 du/ac)
6*	Camino Ramon/The Commons	Crow Canyon	Office, Shopping Center, Commercial Services - Other and Restaurants, Light Industrial, Wholesale, Warehouse	North Camino Ramon Specific Plan Area	Mixed Use	89.1	—	293	293 (20 du/ac)

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Table 11-32 (cont.): Housing Opportunity Sites

Site #	Location	Planning Subarea	Existing Land Use	Existing Zoning Designation	General Plan Designation	Total Acres	Single - Family	Multi-Family	Total Housing
									(Average Density)
7*	Camino Ramon/ Norris Canyon	Crow Canyon	Office, Commercial Services – Other, Mixed Use, Medium High Density Residential, Light Industrial, Wholesale, Warehouse, Storage	North Camino Ramon Specific Plan Area	Mixed Use	61.8	—	300	300
									(20 du/ac)
8*	Camino Ramon/ Executive Parkway	Bishop Ranch	Office, Commercial Services – Other, Light Industrial, Wholesale, Warehouse, Undeveloped	North Camino Ramon Specific Plan Area	Mixed Use	65.5	—	382	382
									(20 du/ac)
9	Bollinger Canyon/ Camino Ramon	Bishop Ranch	Office and Undeveloped Land	City Center Mixed Use	Mixed Use	25.9	—	487	487
									(18.8 du/ac)
10	Bishop Ranch/ Camino Ramon	Bishop Ranch	Office	Mixed Use	Mixed Use	29.5	—	413	413
									(14 du/ac)
11	Camino Ramon/ Executive Parkway	Bishop Ranch	Office	Administrative Office	City Center Mixed Use	100	—	782	782
									(34 du/ac)

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Table 11-32 (cont.): Housing Opportunity Sites

<i>Site #</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Existing Land Use</i>	<i>Existing Zoning Designation</i>	<i>General Plan Designation</i>	<i>Total Acres</i>	<i>Single - Family</i>	<i>Multi-Family</i>	<i>Total Housing</i>
									<i>(Average Density)</i>
12	Marketplace	Southern San Ramon	Visitor Services, Office, Shopping Center, Commercial Services - Auto-Oriented, Commercial Services - Other, and Mixed Use	Mixed Use	Mixed Use	26	—	364	364
									(14 du/ac)
13*	Country Club Village	Southern San Ramon	Shopping Center, Retail, and Commercial Services - Other	Mixed Use	Mixed Use	10.7	—	150	150
									(14 du/ac)
14*	Alcosta/Fircrest	Southern San Ramon	Office and Undeveloped Land	Mixed Use/Senior Housing	Mixed Use	3.7	—	52	52
									(14 du/ac)
15*	Alcosta/Kimball	Southern San Ramon	Retail and Vacant	Multiple Family - Very High Density	Multi-Family VH	1.4	—	63	63
									(45.0 du/ac)
16	Laborer's	Westside	Open Space/Agriculture	Westside Specific Plan	Hillside Residential	7.6	6	—	6
									(0.8 du/ac)
17	Laborer's	Westside	Open Space/Agriculture	Westside Specific Plan	Single Family - Low Med	2.7	15	—	15
									(5.6 du/ac)

Housing

Table 11-32 (cont.): Housing Opportunity Sites

<i>Site #</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Existing Land Use</i>	<i>Existing Zoning Designation</i>	<i>General Plan Designation</i>	<i>Total Acres</i>	<i>Single - Family</i>	<i>Multi-Family</i>	<i>Total Housing</i>
									<i>(Average Density)</i>
18	Chu Residential	Bollinger Canyon	Open Space/ Agriculture	Northwest Specific Plan	Hillside Residential	16	43	—	43 (2.7 du/ac)
19*	Faria	Bollinger Canyon	Open Space/ Agriculture	Northwest Specific Plan	Multi-Family High and Very High Density	17	—	406	406 (23.9 du/ac)
20	Faria	Bollinger Canyon	Open Space/ Agriculture	Northwest Specific Plan	Hillside Residential	22.3	121	—	121 (5.4 du/ac)
21	Faria	Bollinger Canyon	Open Space/ Agriculture	Northwest Specific Plan	Medium Density	23.2	135	78	213 (9.2 du/ac)
22	Geldermann	Westside	Open Space/ Agriculture	Westside Specific Plan	Hillside Residential	105	66	—	66 (0.6 du/ac)
23	Central Bollinger	Bollinger	Rural Residential,	(Pre)	Rural	184.6	37	—	37

Housing

Table 11-32 (cont.): Housing Opportunity Sites

<i>Site #</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Existing Land Use</i>	<i>Existing Zoning Designation</i>	<i>General Plan Designation</i>	<i>Total Acres</i>	<i>Single - Family</i>	<i>Multi-Family</i>	<i>Total Housing</i>
									<i>(Average Density)</i>
	Canyon	Canyon	Open Space/Agriculture, and Parks and Recreation	Agricultural and Rural Residential in a Resource Conservation Overlay Dist.	Conservation				(0.2 du/ac)
24	Dougherty Valley	Dougherty Valley	Vacant, Single Family Low Medium Density Residential, and Medium Density Residential	Dougherty Valley Specific Plan	Single Family Low Medium and Medium Density	125	1,569	—	1,569 (6 du/ac)
25*	Dougherty Valley	Dougherty Valley	Vacant, Mixed Use, and Commercial	Dougherty Valley Specific Plan	Mixed Use	27.5	—	449	449 (16.3 du/ac)
Grand Total Housing Opportunity Sites						997	1,992	5,206	7,198

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Table 11-32 (cont.): Housing Opportunity Sites

									<i>Total Housing</i>
<i>Site #</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Existing Land Use</i>	<i>Existing Zoning Designation</i>	<i>General Plan Designation</i>	<i>Total Acres</i>	<i>Single - Family</i>	<i>Multi-Family</i>	<i>(Average Density)</i>
<p>Note:</p> <p>Asterisk denotes priority sites for workforce housing. In addition, the asterisk for Site #19 denotes the ability to allow a reduction in the overall density and maximum number of dwelling units in the Faria Preserve from 740 to 618 by reducing the maximum number of dwelling units within Neighborhood V from 302 to 180 units (with a maximum density of 18 units per acre). This reduction in residential development density would be accomplished by (1) changing the housing type within Neighborhood V from higher density rental units to lower density, age-targeted, market-rate for-sale attached units; and (2) instead of constructing affordable housing on-site, allowing the developer to contribute into a workforce housing endowment fund for the purpose of facilitating affordable housing in San Ramon.</p>									

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CREDITS TOWARD THE RHNA

The RHNA for the 2015-2023 Housing Element cycle in the ABAG region uses January 1, 2014 as the baseline for projecting housing needs. As such, housing units constructed, issued building permits, or approved since January 1, 2014 can be credited toward the RHNA.

Several housing projects have already been approved on the Opportunity Sites. These projects totaled 3,333 housing units and are detailed below:

- **Dougherty Valley (Sites 24 and 25):** 11,000 units have been approved for the Dougherty Valley Specific Plan. A total of 8,982 units have been permitted through the end of 2013. As of January 1, 2014, 2,018 units have been approved but not permitted, including 449 affordable units remaining to be permitted (20 very low income, 82 low income, and 347 moderate income units) pursuant to the Settlement Agreement with Contra Costa County. These units are being provided at various densities and include both single-family and multi-family units.
- **Faria (Sites 19, 20 and 21):** This site has been approved for a maximum total of 484 multi-family and 256 single-family units, which maximum may be reduced through the developer's election to participate in the alternative workforce housing program established in the NWSP. A reduction in the overall density and maximum number of dwelling units in the Faria Preserve from 740 to 618 (and specifically by reducing the maximum number of dwelling units within Neighborhood V of the NWSP from 302 to 180 units (with a maximum density of 18 units per acre)) would be accomplished by (1) changing the housing type within Neighborhood V from higher density rental units to lower density, age-targeted, market-rate, for-sale attached units; and (2) instead of constructing affordable housing on-site, allowing the developer to contribute into the workforce housing endowment fund for the purpose of facilitating affordable housing in San Ramon.

No City subsidies were provided to the project. Selection of tenants/homebuyers will utilize the City's priority access system.

- **City Center (Site 9):** This site has been approved for 487 units, inclusive of 73 units that must be affordable to moderate income households for 55 years following initial occupancy. No subsidies were provided for this project. The commitment for the project is 15 percent must-build of the 487 total units, and an in lieu fee payment of 10 percent which fulfills the project's 25 percent inclusionary housing requirement. Selection of homebuyers will utilize the City's priority access system.
- **Park Central (Site 7):** This 116-unit project is partially built out with 40 units remaining. A total of 12 units were required to fulfill the inclusionary requirements for moderate income households. Three of these moderate income units have already been constructed, leaving nine units that must be restricted for-sale to moderate income households.
- **ACRE Townhomes (Site 4):** This site is an in-fill development project approved for 48 market rate townhome units. The project will contribute approximately \$195,000 in in-lieu fees to the City's Affordable Housing In-Lieu Fee Fund of which a minimum of

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\$84,000 will be spent assisting income-qualified first-time homebuyers towards the purchase of a townhome.

All of these affordable units were created as a result of the City's inclusionary housing policy. While the City of San Ramon has not adopted an inclusionary housing ordinance, by policy, the City strives to negotiate for the inclusion of affordable units in most housing developments. These units are required to be affordable to the targeted income groups pursuant to the development agreements.

With the units approved, the City has already fulfilled the majority of its RHNA for the 2015-2023 Housing Element. Overall, the City has a remaining RHNA of 549 units (434 very low and 115 low income units). Table 11-33 summarizes the City's progress toward the RHNA.

Table 11-33: Credits Toward RHNA

<i>Project</i>	<i>Very Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Above Moderate</i>	<i>Total</i>
Dougherty Valley	20	82	347	1,569	2,018
Faria*	62	82	69	527	740
City Center	0	0	73	414	487
Park Central	0	0	9	31	40
ACRE Townhomes	0	0	0	48	48
Total	82	164	498	2,589	3,333
RHNA	516	279	282	340	1,417
Remaining RHNA	434	115	(216)	(2,249)	549

Note:

* Asterisk denotes that a reduction in the overall maximum number of dwelling units in the Faria Preserve from 740 to 618 (by reducing the maximum number of dwelling units within Neighborhood V of the NWSP from 302 to 180 units (with a maximum density of 18 units per acre)) would be accomplished by (1) changing the housing type within Neighborhood V from higher density rental units to lower density, age-targeted, market-rate, for-sale units; and (2) instead of constructing affordable housing on-site, allowing the developer to contribute into the workforce housing endowment fund for the purpose of facilitating affordable housing in San Ramon.

SUITABILITY OF SITES

Not all of the sites identified in Table 11-32 are entirely vacant sites. Some sites are currently undeveloped and others are used as open space/agricultural purposes. Some sites are occupied by a variety of existing uses. Particularly, some Mixed Use and Multi-Family Residential sites are occupied by existing uses such as lower density residential uses, older commercial retail and office uses, vacant buildings and parcels. However, given the City's recent development trends, similar sites have been redeveloped in the City in recent years. As being demonstrated by the approved projects on the Housing Opportunity Sites, redevelopment of existing uses is feasible and there is a clear trend of recycling these properties to higher and better uses. Virtually all Opportunity Sites with project approvals are

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on underutilized sites. Additionally, the land acquisition costs for larger sites may pose a challenge for affordable housing developers. As such, consideration of the need for subdivision of sites to facilitate below market rate housing development, particularly in the core area of San Ramon, will be necessary as development projects are proposed.

CORRELATION BETWEEN AFFORDABILITY AND DENSITY

In San Ramon, the City has been able to achieve affordable housing for lower income households at various densities, ranging from medium to high residential densities. Valley Vista, a senior multi-family project was approved at 22.8 units per acre and all units (except the caretaker unit) are available to lower income households. Lower income housing units at Dougherty Valley are primarily multi-family units in a Planned Development zone at 16.3 units per acre. The Faria site was approved for 23.9 units per acre and included 213 lower and moderate income units.

A reduction in the overall density and maximum number of dwelling units in the Faria Preserve from 740 to 618 (by reducing the maximum number of dwelling units within Neighborhood V of the NWSP from 302 to 180 units (with a maximum density of 18 units per acre)) would be accomplished by (1) changing the housing type within Neighborhood V from higher density rental units to lower density, age-targeted, market-rate, for-sale units; and (2) instead of constructing affordable housing on-site, allowing the developer to contribute into the workforce housing endowment fund for the purpose of facilitating affordable housing in San Ramon.

ADEQUACY OF SITES INVENTORY

For purposes of this Housing Element, the City believes that with the various incentives it offers (density bonuses, relaxed development standards, and financial incentives combined), affordable housing for lower income households can be achieved at a density of 20 units per acre or above. Housing Opportunity Sites 1, 2, 3, 5, 6, 7, 8, 11, 15 and 19 meet this density threshold (except as to portions of Site 19 which may be developed at a slightly lower density of 18 units per acre subject to developer's contribution to the City's workforce housing endowment fund) and have been identified by the City as sites for workforce housing. These sites alone, total a capacity of 2,328 units at realistic capacity based on requirements of the specific plans, adequate to meet the City's remaining RHNA of 549 lower income units.

The City's sites inventory offers significant excess capacity beyond its RHNA requirements, primarily in the mixed-use areas. These sites (Sites 4 and 10 through 14) provide a total capacity for an additional 1,864 multi-family units. The City has a 25-percent affordable housing guideline and has been achieving a significant number of affordable units via this policy. While these mixed use sites provide for additional capacity for affordable housing based on this 25-percent guideline, the City does not rely on these sites to meet the remaining lower income RHNA for this Housing Element cycle. Additional capacity is also available for moderate and above moderate income housing on lower density sites (Sites 9, 16, 17, 18, 22, and 23).

COMPARISON OF SITES INVENTORY WITH RHNA

As presented in the sections above and summarized below in Table 11-34, San Ramon's new construction need (RHNA) for the 2015-2023 period is 1,417 new units. There are 3,333

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units approved or under construction, and the City has identified sites that can accommodate an additional 3,865 net new units, thereby exceeding the City’s RHNA requirements.

Table 11-34: Comparison of Sites Inventory with 2015-2023 RHNA

	<i>Very Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Above Moderate</i>	<i>Total</i>
2015-2023 RHNA	516	279	282	340	1,417
Units Approved/Under Construction	82	164	498	2,589	3,333
Remaining RHNA*†	434	115	(216)	(2,249)	549
Minimum Housing Opportunity Sites Yield	966		—	—	3,865
Minimum Capacity Surplus	417		216	2,249	2,882

Notes:

* The total remaining RHNA is a sum of the remaining RHNA for moderate-, low-, and very low-income units. The City has already exceeded its RHNA for above moderate-income units through units that are approved or under construction.

† As a result of the adopted Faria Preserve Development Reduction, Open Space Protection, and Workforce Housing Endowment Initiative, a portion of Site 21 will be developed at a maximum of 18 dwelling units per acre. This reduction in residential development density would be accomplished by (1) changing the housing type within Neighborhood V from higher density rental units to lower density, age-targeted, market-rate, for-sale attached units; and (2) instead of constructing affordable housing on-site, allowing the developer to contribute into the workforce housing endowment fund for the purpose of facilitating affordable housing in San Ramon.

The City may use the funds contributed by the developer into the workforce housing endowment fund, in its discretion, to fund a variety of programs intended to facilitate affordable housing. These could include, among others, partnering with non-profit developers to transfer and/or construct deed-restricted affordable units; purchase and rehabilitation of existing developments for deed-restricted affordable housing; preservation and replacement options to preserve existing affordable housing stock; purchasing affordability covenants; and/or providing financial support for rental subsidies, down payment assistance, and housing rehabilitation loan services and grant program for eligible households. The foregoing list of potential measures is intended to be illustrative only, and not intended to constrain the City’s discretion in determining the appropriate way to allocate this funding so long as such funding is used for the purpose of facilitating affordable housing.

AVAILABILITY OF INFRASTRUCTURE AND SERVICES

The Housing Opportunity Sites identified in this Housing Element are provided in the City’s General Plan and various specific plans. The residential development potential estimated is within the capacity of the City’s infrastructure and service systems. Specifically, adequate water and sewer capacity is available to serve the development potential anticipated on these sites.

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FINANCIAL RESOURCES

As a small city, San Ramon has limited access to financial resources for affordable housing. The following list presents the realistic funding available to the City.

AFFORDABLE HOUSING IN-LIEU FEE

The City of San Ramon has not adopted an inclusionary housing ordinance. However, as a policy, the City negotiates for the inclusion of affordable units in residential development either on site or as an in-lieu payment of fees. As of July 2014, the City has a balance of \$58,789 in In-Lieu fees. Such funding is typically used to finance affordable housing construction off site.

A reduction in the overall density and maximum number of dwelling units in the Faria Preserve from 740 to 618 (by reducing the maximum number of dwelling units within Neighborhood V of the NWSP from 302 to 180 units (with a maximum density of 18 units per acre)) would be accomplished by (1) changing the housing type within Neighborhood V from higher density rental units to lower density, age-targeted, market-rate, for-sale units; and (2) instead of constructing affordable housing on-site, allowing the developer to contribute into the workforce housing endowment fund for the purpose of facilitating affordable housing in San Ramon.

IN-LIEU FEE ON COMMERCIAL DEVELOPMENT

The City will collect an in-lieu fee from commercial development on a case-by-case basis to expand affordable housing opportunities in the City. As of July 2014, no fee has been established yet.

Community Development Block Grant (CDBG)

CDBG is the largest federal housing-related program for affordable housing. It is a “pass-through” program that allows local governments to use federal funds to alleviate poverty and blight. Cities with populations of over 50,000 receive CDBG funds directly from HUD, while smaller cities usually use county-administered CDBG funds. HUD makes allocations based on a formula that takes population, poverty, and housing distress into account. CDBG funds are used for a variety of housing efforts including activities aimed at reducing costs for private development (helping fund site acquisition, improvement, and other soft costs); housing acquisition and rehabilitation through short and long-term loans, grants or loan guarantees; direct payment of rent or mortgage and housing counseling services; and fair housing activities. CDBG funds are best used in combination with other subsidy sources or to provide pre-development funding to initiate housing development.

While San Ramon’s population has reached 50,000, the City has not yet petitioned to become an entitlement community. Currently, CDBG funds are still administered and allocated by Contra Costa County to fund program and service priorities that are established and implemented through the Five-Year Contra Costa County Consolidated Plan. The County receives an allocation of \$2.9 million, of which 45 percent is targeted for housing.

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HOME INVESTMENT PARTNERSHIP ACT

HOME, like CDBG, is a formula-based block grant program. HOME funds must be spent only on housing, and are intended to provide incentives for the acquisition, construction, and rehabilitation of affordable rental and home ownership. HOME requires local governments to provide matching funds, though the matching ratio depends on the specific uses to which HOME funds are to be put. The federal-to-local matching ratio for tenant assistance is currently four-to-one, while the match for rental construction is two-to-one. HOME funds in San Ramon are applied for and allocated on a competitive basis. The current annual budget for HOME funds is \$1.8 million for Contra Costa County.

SECTION 8 RENTAL ASSISTANCE

Section 8 is rental assistance provided to a household which bridges the gap between 30 percent of the household's gross monthly income and the fair market rent of a unit. Although this long-standing federal assistance program is not expected to increase in size or scope, it remains an important program for affordable housing by helping to balance household income and housing costs. Section 8 assistance in San Ramon is administered by the Contra Costa County Housing Authority.

ADMINISTRATIVE RESOURCES

The Bay Area is fortunate to have a large number of successful non-profit and for-profit housing developers who have produced thousands of high-quality, well-managed affordable housing projects for lower and moderate income households. Collectively, they have produced multi-family developments, single-family developments, rental and ownership opportunities, sweat-equity developments, mixed income projects, mixed use developments, and housing that is specifically designed to meet the needs of seniors, disabled persons, farm workers, female-headed households, people with substance abuse problems, and/or homeless persons.

The City solicits, evaluates, and utilizes the expertise of the affordable housing development community to achieve its goals for affordable workforce and special needs housing through a Request for Qualifications (RFQ) process. Active affordable housing developers in the region include Resources for Community Development, Habitat for Humanity, Eden Housing, East Bay Housing Organizations, Ecumenical Association for Housing, and BRIDGE Housing Corporation.

11.5 HOUSING PLAN

Previous sections of the Housing Element establish the housing needs, opportunities, and constraints in the City of San Ramon. The Housing Plan contains objectives and policies that will be implemented to address a number of important housing-related issues and achieve the City's overarching housing goal, which states:

Ensure that decent, safe housing is available at a cost that is affordable to all current and future residents of this community. To this end, the City will strive to maintain a reasonable balance between rental and ownership housing opportunities and to encourage a variety of individual choices of tenure, type, and location of housing throughout the community.

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The section also contains quantified objectives for housing construction, rehabilitation, and the preservation of affordable housing, with a program of actions that:

- Provides regulatory concessions and incentives and uses available local, state, and federal financial resources to support the development of affordable housing;
- Identifies adequate sites with appropriate zoning, development standards, services and facilities to encourage the development of a variety of housing types for all income levels;
- Assists in the development of adequate housing to meet the needs of lower and moderate income households;
- Addresses and, where appropriate and legally possible, removes governmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons with disabilities;
- Conserves and improves the condition of the existing affordable housing stock, which may include addressing ways to mitigate the loss of dwelling units demolished by public or private action;
- Promotes housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability; and
- Preserves assisted housing developments for lower-income households.

Planning/Community Development Department staff regularly reviews Housing Element programs, objectives, and progress towards accommodating the City's share of the regional housing need. An annual implementation report has been and will continue to be prepared and provided to the California Office of Planning and Research (OPR) and HCD. Depending on funding availability, the City will consider modifications to Housing Element programs as necessary and appropriate to implement General Plan goals and policies.

GOALS AND POLICIES

This section of the Housing Element contains the goals and policies the City of San Ramon intends to implement to address a number of important housing-related issues. The following four major issue areas are addressed by the goals and policies of this Element:

- Ensure that a broad range of housing types are provided to meet the needs of the existing and future residents;
- Ensure that housing and neighborhoods are maintained and preserved;
- Promote equal housing opportunity; and
- Promote energy conservation.

Each issue area and the supporting goals and policies are identified and discussed in the following section.

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VARIETY OF HOUSING OPPORTUNITIES

Housing needs vary depending on many factors, such as age, income, family type, household size, and mobility. A well-balanced community includes a variety of housing options. Providing a range of housing opportunities helps ensure that households of all types and sizes can find a home in San Ramon that suits their needs.

GUIDING POLICY

- 11.5-G-1 Provide a diversity of housing types and affordability levels within San Ramon to meet the needs of community residents.

IMPLEMENTING POLICIES

- 11.1-I-1 Identify sites appropriate for the development of a variety of housing types and price ranges to meet the needs of all socioeconomic segments of the community (including extremely low, very low, low, moderate, and above moderate income households).
- 11.1-I-2 Encourage the development of housing for special needs groups, including seniors, large families, persons with disabilities, and the homeless near public transportation services.
- 11.1-I-3 Facilitate the development of affordable housing throughout the community through use of financial and/or regulatory incentives, where feasible.
- 11.1-I-4 Negotiate with developers to ensure a portion of future residential development is affordable to extremely low, very low, low, and moderate income households.
- 11.1-I-5 Maintain a variety of housing types that complements the employment opportunities within the community and encourages a jobs/housing balance.
- 11.1-I-6 Encourage diversity of unit size and number of bedrooms within multi-family housing developments (exempting senior projects) and strive to provide three- and four-bedroom units for large families.
- This policy will be implemented through guidelines published by the Housing Advisory Committee (HAC).*
- 11.1-I-7 Offer financial and regulatory incentives to promote a combination of residential, retail, and office uses in areas designated for mixed use development.
- 11.1-I-8 Encourage construction of second dwelling units within single-family residential neighborhoods.
- 11.1-I-9 Develop a workforce housing priority access system that identifies households best served with priority access to City housing programs.

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The priority access system should consider groups such as public service employees, first responders, veterans of the armed forces, and residents and employed workers in San Ramon for priority access.

11.1-I-10 Continue to participate with Contra Costa County and non-profit organizations to offer first-time homeownership programs to current and prospective San Ramon residents and workers.

11.1-I-11 Ensure that non-residential development contributes to the supply of housing affordable to lower-income households, including extremely low-income households.

11.1-I-12 Disperse below-market rate (BMR) housing throughout residential neighborhoods, and ensure that affordable units are essentially indistinguishable from surrounding market-rate units.

This policy will be implemented through guidelines published by the Housing Advisory Committee (HAC).

11.1-I-13 Encourage developers to provide amenities for a diversity of households, including single heads of households, persons with disabilities, seniors, and extended families.

11.1-I-14 Utilize affordable housing agreements, when appropriate, to encourage a full range of housing types.

11.1-I-15 Work with neighboring jurisdictions in the Tri-Valley area to develop affordable housing.

11.1-I-16 Continue to work with Contra Costa County to ensure that affordable housing is included in all Dougherty Valley Development Plans, in all lands within the Sphere of Influence/Planning Area.

11.1-I-17 Require the ongoing annexation of Dougherty Valley sites following the completion of rezoning and final subdivision mapping. Annexation may occur within three to 18 months of the recordation of a final subdivision map.

11.1-I-18 Require commercial development to contribute to the supply of workforce housing through new construction, partnerships with non-profit affordable housing providers, or payment of linkage fees; exempt mixed use development projects from this policy if they provide 25 percent affordable housing.

11.1-I-19 Convene the Housing Advisory Committee (HAC) regularly to ensure that housing policies and programs are implemented and to create and retain affordable housing in the City of San Ramon.

11.1-I-20 Apply for available State and federal funds, and encourage the use of private financing mechanisms, to assist in the production of affordable housing.

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- 11.1-I-21 Encourage the development of accessible housing units such as single-story dwelling units and renovation of existing housing stock to support persons with disabilities and seniors.
- 11.1-I-22 Encourage the construction of senior housing near commercial and mixed use centers to bring essential services within walking distance to residents.
- 11.1-I-23 Monitor and seek input on senior citizen housing issues so that the senior population of San Ramon has access to housing which meets their needs as the population ages.
- 11.1-I-24 Encourage development of workforce housing by non-profit organizations primarily engaged in housing construction or management.
- 11.1-I-25 Seek opportunities to educate the public regarding the community, environmental, and economic benefits of workforce housing.

Education opportunities should be sought in partnership with community groups, City committees and commissions, and affordable housing advocate groups to help the community understand who workforce housing serves and dispel common stereotypes associated with affordable units.

- 11.1-I-26 Encourage new residential developments to participate in crime prevention programs such as the Crime Free Multi-Housing program as a means to reduce crime, enhance rental properties, and increase property values throughout the City.

HOUSING AND NEIGHBORHOOD PRESERVATION

Housing and neighborhood preservation addresses two separate important issues: (1) improving the condition of San Ramon's residential stock and neighborhoods; and (2) maintaining the supply of affordable housing. The first aspect of housing and neighborhood preservation is to provide a safe and aesthetically pleasing living environment. Improving the character of San Ramon's neighborhoods also influences property values and overall quality of life. The other aspect of housing and neighborhood preservation is ensuring that access to affordable housing opportunities for lower and moderate income households is provided throughout the community.

GUIDING POLICY

- 11.5-G-2 Create safe and aesthetically-pleasing neighborhoods, and provide adequate housing to meet the needs of all household types and income groups.

IMPLEMENTING POLICIES

- 11.2-I-1 Promote increased awareness of the importance of property maintenance to long-term housing quality and engage the community to preserve neighborhoods.
- 11.2-I-2 Enforce City ordinances that maintain the appearance and safety, and prevent deterioration, of residential neighborhoods.

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- 11.2-I-3 Provide rehabilitation incentives in the form of low-interest loans to lower and moderate income homeowners.
- 11.2-I-4 Continue to permit manufactured housing in residential districts provided that units meet the same construction and design standards as conventional, single-family housing and are placed on permanent foundations.
- 11.2-I-5 Ensure that units produced for lower and moderate income households are maintained at designated income levels for the term established in the entitlement.
- 11.2-I-6 Work to preserve the affordability of publicly assisted housing units and to discourage their conversion to market-rate housing.
- 11.2-I-7 Ensure that the design, scale, and buffering of housing retains the character of the surrounding neighborhood.
- 11.2-I-8 Strive to prevent the conversion of affordable housing units to market-rate housing.

EQUAL ACCESS TO HOUSING

Special circumstances may impede some persons and households from finding decent, affordable housing. The City has a responsibility to ensure that all persons have access to housing regardless of race, color, ancestry, national origin, religion, age, gender, marital status, familial status, disability, source of income, sexual orientation, or any other arbitrary factor. To ensure that all groups have equal access to housing, the City will continue to provide a variety of housing opportunities and remove impediments to fair housing.

GUIDING POLICY

- 11.5-G-3 Ensure all persons and household types have equal access to housing in San Ramon.

IMPLEMENTING POLICIES

- 11.3-I-1 Collaborate with and support efforts of organizations dedicated to eliminating housing discrimination in San Ramon.
- 11.3-I-2 Participate in programs and provide incentives for projects that include housing for seniors, lower and moderate income households, and special needs groups.
- 11.3-I-3 Encourage the provision of housing with supportive services for special needs groups, such as the homeless, persons with disabilities, and victims of domestic violence.
- 11.3-I-4 Encourage the provision of housing to meet the needs of families of all sizes.
- 11.3-I-5 Support and provide funding to organizations that assist the homeless.

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ENERGY CONSERVATION

Promoting energy conservation can have the dual benefit of reducing greenhouse gas emissions and increasing the supply and affordability of housing. Efficiencies that result when new residential development is compact, located near jobs, services, and public transportation, maximizes solar orientation, and complies with State energy conservation standards can reduce energy consumption. Conserving energy can also reduce the percentage of household income devoted to housing related costs through utility bill savings.

GUIDING POLICY

11.5-G-4 Promote energy conserving practices in the location, construction, renovation, and maintenance of San Ramon's housing units.

IMPLEMENTING POLICIES

- 11.4-I-1 Utilize the Urban Growth Boundary as a tool to focus the provision of diverse housing options within proximity to the local employment base, community services, and public transportation opportunities.
- 11.4-I-2 Promote a combination of residential, retail, and office uses in areas designated for mixed use.
- 11.4-I-3 Allow minor variations in building setbacks and/or solar orientation during Plan Review to increase energy efficiency of new housing units.
- 11.4-I-4 Enforce the State's energy conservation standards for new residential construction and renovations to existing structures.
- 11.4-I-5 Encourage innovative designs to maximize passive energy efficiencies, while retaining compatibility with surrounding neighborhoods.
- 11.4-I-6 Disseminate information and support efforts by public utilities to encourage home conservation practices.

HOUSING PROGRAMS

The goals and policies outlined in the prior section address San Ramon's identified housing needs, and are implemented through a series of housing programs offered primarily through the City's Planning/Community Development Department and Economic Development Department. Housing programs define the specific actions the City will undertake to achieve the stated goals and policies. The City's housing programs for addressing community housing needs is described according to the following five issue areas.

- Housing Conservation
- Housing Production
- Provision of Adequate Housing Sites
- Removal of Governmental Constraints
- Promotion of Equal Housing Opportunity

Housing

The housing programs presented on the following pages include existing programs as well as various revised and new programs that have been added to address the City's unmet housing needs.

CONSERVATION OF THE EXISTING SUPPLY OF HOUSING

Conserving and improving the housing stock is an important goal for the City of San Ramon. The City supports neighborhood preservation and improvement through housing rehabilitation and improvement programs, and code enforcement.

1. Countywide Rehabilitation Loan Program

Many lower-income homeowners lack sufficient financial resources to obtain private funding for repairs. Owners of rental units occupied by lower-income households often cannot financially perform repairs to dwelling units from the rents they can charge. To encourage private rehabilitation efforts, the City promotes the Countywide Rehabilitation Loan Program funded through CDBG and HOME funds. Two types of loans are provided under the County program for up to a maximum of \$40,000; an amortized three percent loan payable over 15 years and a zero percent deferred loan that is due and payable upon the sale of the property. The interest rate on the loan can be as low as three percent with a 20-year term for qualified applicants. Eligible home repair activities include bathroom/kitchen repairs, bedroom additions to alleviate overcrowding, weatherization, electrical upgrades, foundation and flooring repair, accessibility retrofitting, heating/air conditioning, plumbing repairs, and siding and roofing repairs. Health and safety hazards are given top priority for consideration in the program. Both single-family homes and multi-family dwellings are eligible for assistance.

Responsible Agency: City of San Ramon, Planning/Community Development Department, Planning Services Division

Financing: CDBG; HOME

Objectives/Timeframe: Assist five (5) lower-income households with rehabilitation loans within the planning period.

2. City Rehabilitation Grant Program

The number of loans issued through the countywide program has dwindled over the years due to a reduction in the availability of CDBG funds. As a result, the City has funded the Home Rehabilitation Grant Program.

The Home Rehabilitation Grant Program provides up to \$5,000 to median and lower income households to perform needed health and safety home repairs such as roofing, plumbing, electrical, general home repairs, windows, doors, handicapped accessibility modifications and seismic strengthening. The grant is non-repayable.

The City will continue to market the housing rehabilitation program available to residents. Specifically, the City will continue to distribute a brochure that advertises these programs on the City's website, Planning/Community Development Department, and at affordable housing fairs.

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Responsible Agency: City of San Ramon, Planning/Community Development Department, Building and Safety Division

Financing: CDBG; HOME; General Fund

Objectives/Timeframe: Provide 20 housing rehabilitation grants over the planning period.

3. Green Building

The City encourages environmentally responsible and resource-efficient design, construction, operation, maintenance, renovation, and demolition of buildings. The City adopted the California Green Building Standards code as of January 1, 2014.

Responsible Agency: City of San Ramon, Planning/Community Development Department, Building and Safety Division

Financing: General Fund

Objectives/Timeframe: Continue to implement the California Green Building Standards code.

4. Code Enforcement and Abatement

The City's Building and Safety Division of the Planning/Community Development Department carries out code enforcement and inspection activities as a means to preserve and maintain the appearance and safety, and prevent deterioration, of residential neighborhoods. City staff investigates violations of property maintenance standards as defined in the Municipal Code as well as other complaints. When violations are identified or cited on homes occupied by lower-income households, staff encourages property owners to seek assistance through the City's housing rehabilitation programs. The Planning/Community Development Department will periodically review City ordinances to ensure that they are adequate to maintain the quality and safety of local neighborhoods.

Responsible Agency: City of San Ramon, Planning/Community Development Department, Building and Safety Division

Financing: General Fund

Objectives/Timeframe: Continue to implement the Code Enforcement and Abatement Program. Perform annual review of City ordinances.

5. Preservation of Existing Affordable Housing Stock

State law requires jurisdictions to provide in their housing elements a program to preserve publicly assisted affordable housing projects at risk of conversion to market-rate housing. As of 2014, the City has a total of 2,075 assisted rental units in 13 developments in its jurisdiction. Of these assisted units, 687 units in five developments are at-risk of converting to market-rate during the 2015 to 2025 period. The five developments with at-risk units are Park Place, Cambrio, Bollinger Crest, Canyon Oaks and Mill Creek. Of the 36 units within

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Park Place, affordability covenants on 20 units expire in 2015. Another two units of the 85 units within Cambrio could convert to market rate as early as 2015 and affordability covenants on 15 of the 65 units at Bollinger Crest could expire in 2015. In Canyon Oaks and Mill Creek Apartments, all units in these moderate-income apartment complexes (250 and 400, respectively) could convert to market rate in 2023. The City of San Ramon will work with property owners, interest groups and the State and federal governments to implement the following measures on an ongoing basis to conserve its affordable housing stock:

- **Monitor Units at Risk:** Monitor the status of Park Place, Cambrio, Bollinger Crest, Canyon Oaks, and Mill Creek since they will be at-risk of converting to market rate within the planning period due to expiration of contractual obligations.
- **Work with Potential Purchasers or Property Owners:** Where feasible, provide technical assistance to public and non-profit agencies interested in purchasing and/or managing units at risk. Work with existing property owners to explore options of preserving the at-risk units.
- **Tenant Education:** California Legislature extended the noticing requirement of at-risk units opting out of low-income use restrictions to one year. Should a property owner pursue conversion of the units to market rate, the City will ensure that tenants were properly noticed and informed of resources available for assistance.

Responsible Agency: City of San Ramon, Planning/Community Development Department, Planning Services Division; Housing Advisory Committee; Housing Authority of the County of Contra Costa

Financing: CDBG; HOME

Objectives/Timeframe: Annually contact the property owners of at-risk projects for their plans of action to preserve the 687 at-risk units.

6. Housing Choice Voucher

The Housing Choice Voucher Program extends rental subsidies to extremely low and very low income households, including families, seniors, and the disabled. The program offers a voucher that pays the difference between the current fair market rent (FMR) as established by HUD and what a tenant can afford to pay (i.e. 30 percent of household income). The voucher allows a tenant to choose housing that costs above the payment standard, providing the tenant pays the extra cost. In San Ramon, the program is administered by the Housing Authority of the County of Contra Costa. Given the continued need for rental assistance, the City supports and encourages the provision of additional subsidies through the Housing Choice Voucher Program. The City will continue to provide referrals to households and homeowners interested in participating in this program.

Responsible Agency: Housing Authority of the County of Contra Costa; City of San Ramon, Housing Advisory Committee

Financing: HUD Section 8

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Objectives/Timeframe: Continue to assist extremely low and very low income households during the planning period.

7. *Condominium Conversion Ordinance*

The City's existing multi-family rental housing stock represents a source of affordable housing to many community residents. The conversion of these rental units into condominium ownership could result in the displacement of existing tenants. The City has adopted a Condominium Conversion ordinance to establish procedures and requirements for conversion to preserve rental housing and provide for tenant protection. Additionally the Subdivision Map Act establishes requirements for notice to tenants and right of tenants to exclusive contract for purchase of their units to be converted to condominium ownership (State of California Government Code Section 66427.1). This requirement intends to limit the number of households displaced by the conversion of rental units to "for sale" units.

Responsible Agency: City of San Ramon, Planning/Community Development Department, Planning Division

Financing: General Fund

Objectives/Timeframe: Continue to implement Condominium Conversion ordinance.

PRODUCTION OF HOUSING

The City of San Ramon implements various programs to encourage a diversity of housing types. Part of this diversity is addressed through the Regional Housing Needs Allocation (RHNA) process, which encourages the construction of housing for all economic segments in the community. Housing diversity is important to ensure that all households, regardless of age, income level, and household type, have the opportunity to find housing suited to their need and lifestyle. The following programs support the provision of additional housing opportunities in San Ramon.

8. *Unit Size Diversity*

Housing stock unit size diversity is important to meet the needs of larger families who may not be able to afford adequately sized for-sale housing units. According to the 2008-2012 ACS, while 73 percent of occupied housing units in San Ramon had three or more bedrooms (the minimum size considered large enough to avoid most overcrowding issues for large households), only eight percent of these units were occupied by renters. To ensure the expansion of the City's multi-family rental housing stock of adequate size for large families, the City revised the Zoning Ordinance in 2012 to encourage housing size diversity. This standard intends to encourage the development of rental housing units for larger families.

Responsible Agency: City of San Ramon, Planning/Community Development Department, Planning Division

Financing: General Fund

Objectives/Timeframe: Continue to implement the Zoning Ordinance's housing size diversity standard.

Housing

9. First-Time Homebuyer Downpayment Assistance Programs

The City will continue to participate with Contra Costa County, non-profit organizations, and other agencies to offer first-time homeownership programs to current and prospective San Ramon residents and workers. Programs available to San Ramon residents and workers include:

- ACORN Housing
- CALHFA Loan Programs
- Contra Costa County American Dream Downpayment Initiative Program
- Contra Costa County Mortgage Credit Certificate Program
- Federal Home Loan Bank “WISE” and “IDEA” Program

Details of these programs and other homebuyer assistance resources are posted on the City’s website, under Planning/Community Development. The City will continue to advertise the availability of the program via its website and at the Permit Center, and at the Affordable Housing Fairs.

Responsible Agency: City of San Ramon, Planning/Community Development Department, Planning Services Division

Financing: CDBG; HOME

Objectives/Timeframe: Assist 10 households during the planning period. Continue to advertise the availability of the program via its website, the public counter, and newsletter.

10. Affordable Housing Development

Because of their limited income, some lower and moderate income households have to live in overcrowded and/or substandard conditions. Non-profit housing developers typically play a key role in providing housing for working families and seniors. The City will take the following actions to facilitate affordable housing development in San Ramon:

- Provide financial and regulatory incentives to non-profit housing corporations, private developers, and public agencies to increase the supply of housing affordable to San Ramon’s and lower and moderate income households.
- Target a portion of local financial resources that meet the needs of extremely low, very low, and low income households.
- Identify a list of qualified housing developers with a track record of producing quality housing that includes affordable units and notify developers of potential projects and available funding resources.
- Provide information on potential sites and communicate with the development community on the City’s goal to provide quality housing affordable to lower income households.
- Provide priority project processing to affordable housing projects during Plan Review.

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- Responsible Agency:** City of San Ramon, Planning/Community Development Department, Planning Services Division; Housing Advisory Committee
- Financing:** CDBG; HOME
- Objectives/Timeframe:** Assist with the construction of 200 affordable units in the planning period.

11. Affordable Housing Funding Sources

Effective implementation of Housing Element programs that create affordable housing depends on a variety of County, State, Federal, and local funding sources. A number of government programs provide direct subsidies, mortgage insurance, or low-interest loans to non-profit housing developers. Agencies providing such assistance include HCD, the California Housing Finance Agency (CHFA), and HUD. The City will contact HCD, CHFA, and HUD at least annually to obtain information on upcoming funding cycles, eligibility, and eligible uses. The City will also maintain a list of qualified housing developers active in the City and region, notify developers of available funding resources, and make efforts to apply for funding for which the City is eligible on an annual basis.

The City will pursue various financing strategies for development of affordable housing, including land banking, tax credits, bonds, and mortgage credit certificates. The City will also, through the Housing Advisory Committee and Tri-Valley Affordable Housing Committee, work with affordable housing developers to:

- Assist the organizations in securing funds;
- Provide technical assistance in preparing funding applications;
- Grant density bonuses and regulatory concession(s) as appropriate; and
- Apply for complementary programs that can help reduce land or site development costs for housing projects.

The City is currently preparing a Nexus Fee Study to review the City's impact fee structure to assure that fees are equitable and fair in relationship to the infrastructure needs in the General Plan. The study is expected to be completed in 2015 and establish a housing in-lieu fee to fund affordable housing projects and programs.

- Responsible Agency:** City of San Ramon, Planning/Community Development Department, Planning Services Division; Housing Advisory Committee
- Financing:** CDBG; HOME; Tax Credits; Bonds
- Objectives/Timeframe:** Facilitate the construction of 50 new affordable housing units in the planning period.

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12. Inclusionary Housing

The City implements an inclusionary housing policy to require that developments with more than 10 units provide a minimum of 25 percent of total units at below market rates (BMR) for a period of at least 50 years. Developers may satisfy this requirement through new construction, donation of land, or payment of in-lieu fees.

To facilitate residential development and enhance the feasibility of projects, the City will develop an inclusionary housing ordinance to allow a project to use a combination of construction, donation of land and in-lieu fees equivalent to 25 percent of the development's total units while maintaining a 15 percent must-build requirement.

Modifications are being explored that would give developers flexible options (e.g., construction, donation of land, partnering with the non-profit community to develop affordable housing on their behalf, and in-lieu fee options). The above referenced parameters will be used as guidelines for the negotiation of inclusionary unit requirements on a case-by-case basis, allowing the flexibility to respond to market conditions.

Responsible Agency: City of San Ramon, Planning/Community Development Department, Planning Division; Housing Advisory Committee

Financing: General Fund

Objectives/Timeframe: Initiate development of an inclusionary housing ordinance within one year of adoption of the Housing Element. Facilitate the construction of 250 housing units through the inclusionary housing ordinance and in-lieu fee program throughout the planning period.

13. In-Lieu Fee for Commercial Development

The City has a policy of requiring commercial development to contribute to the supply of workforce housing through new construction, partnerships with non-profit affordable housing providers, or payment of an in-lieu fee.

To facilitate mixed use development, the City will modify the policy to exempt mixed use developments from the in-lieu fee requirement as these developments are already subject to the Inclusionary Housing Policy.

Responsible Agency: City of San Ramon Planning/Community Development Department, Planning Division; Housing Advisory Committee; Economic Development Advisory Committee

Financing: General Fund

Objectives/Timeframe: Initiate development of a commercial linkage fee within one year of adoption of the Housing Element. Exempt mixed use development from payment of in-lieu fees if development meets the Inclusionary Housing Policy.

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14. Use of In-Lieu Fees

Establish a specific program for use of housing in-lieu fees—including timelines, milestones, and identification of housing sites—in order to ensure the timely construction of affordable housing units. Include limitations on development use of these fees to ensure that adequate affordable housing is built at locations where it is needed in a timely fashion.

Responsible Agency: City of San Ramon, Planning/Community Development Department, Planning Division;

Financing: Affordable Housing In-Lieu Fee and Commercial Linkage Fee

Objectives/Timeframe: Establish guidelines/program for using fees within one year of the adoption of the Housing Element.

15. Affordable Housing Fair

The City coordinates with the Tri-Valley Affordable Housing Committee to organize a periodic Affordable Housing Fair. The purpose of the Fair is to educate residents, developers, non-profit organizations, and decision-makers about affordable housing sites and resources available in the region. The City will continue to seek grants and partnerships with housing providers, civic organizations, and neighboring cities to defray Fair costs.

Responsible Agency: City of San Ramon, Planning/Community Development Department, Planning Division; Housing Advisory Committee; Tri-Valley Affordable Housing Committee

Financing: General Fund

Objectives/Timeframe: Coordinate eight affordable housing fairs throughout the planning period.

16. Energy Conservation

The City adopted an Air Quality and Greenhouse Gas Element as part of the General Plan 2030 update and a Climate Action Plan (CAP) in 2011 to address climate change and energy conservation. As part of the General Plan and CAP, a series of energy conservation policies were established to reduce community related greenhouse gas emissions and decrease energy consumption.

Responsible Agency: City of San Ramon, Planning/Community Development Department, Planning Division, and Public Services Department in association with local utility providers.

Financing: General Fund, public utility companies

Objectives/Timeframe: Implement residential energy conservation programs and standards. Ongoing.

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PROVISION OF ADEQUATE HOUSING SITES

Meeting the housing needs of all segments of the community requires the provision of adequate sites for all types, size and prices of housing. The City's General Plan and Zoning Ordinance determine where housing may locate, thereby affecting the supply of land available for residential development.

17. Housing Opportunity Sites

The Planning/Community Development Department will publish RFQs for development of opportunity sites and inform housing developers at Affordable Housing Fairs. The Housing Advisory Committee will advise preparation of RFQs for opportunity sites.

Responsible Agency: City of San Ramon, Planning/Community Development Department, Planning Division; Housing Advisory Committee.

Financing: General Fund

Objectives/Timeframe: Facilitate the development on Opportunity Sites by providing sites information to interested developers. Within the planning period, publish RFQ for housing opportunity sites in the former Redevelopment area to assist with development of sites. Revise Commercial Linkage Fee policy to exempt mixed use development. Maintain an adequate inventory of residential/mixed use sites to accommodate the City's remaining RHNA of 549 units (434 very low and 115 low income units).

Removal of Governmental Constraints

Under State law, the Housing Element must address, and where legally possible, remove governmental constraints affecting the maintenance, improvement, and development of housing. The following programs are designed to mitigate government constraints on residential development and facilitate development of housing affordable to lower- and moderate-income households, including families, seniors, and persons with special needs.

18. Mixed Use Zone

The City Center Mixed Use Zone and Mixed Use Zone integrate a mix of non-residential uses and residential uses at intensities of up to 0.70 FAR, with additional FAR up to 1.35 in the City Center Mixed Use Zone and up to 1.0 in the Mixed Use Zone permitted if a project incorporates workforce housing and significant public benefits/amenities. To further facilitate the development of affordable residential units, the Zoning Ordinance will be amended to include a density range of 14 to 30 dwelling units per acre in the Mixed Use zone (outside of Specific Plan areas) and a density range of 22 to 50 dwelling units per acre in the City Center Mixed Use Zone. The new range provides flexibility in mixed use development projects based on site conditions while ensuring that the City's goal for a compatible mix of uses can be accomplished. This program includes the General Plan designation, the specified sites listed in the inventory, and a timeline of summer 2019 for the rezoning.

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Responsible Agency: City of San Ramon, Planning/Community Development Department, Planning Division

Financing: General Fund

Objectives/Timeframe: Revise the Zoning Ordinance within one year of the adoption of the Housing Element to amend the development standards in the Mixed Use (MU) zone, including establishing a density range of 14 to 30 dwelling units per acre.

19. Provision of Adequate Housing Sites

Work with a property owner to encourage land divisions resulting in parcel or land area sizes that facilitate multifamily developments affordable to lower income households in light of state, federal and local financing programs; work with property owners and developers including technical assistance and incentives for the development of affordable housing such as priority to processing expedited review, streamlined environmental review, financial assistance (based on availability of federal, state, local foundations, and private housing funds), and modification of development requirements.

Responsible Agency: City of San Ramon

Financing: General Fund

Time Frame: Ongoing, as projects are submitted to Planning Services.

20. Affordable Housing Incentives and Concessions

The City provides the following incentives to facilitate the provision of affordable housing in San Ramon: 1) density bonuses; 2) reduced parking for studio and one-bedroom units within affordable multi-family projects may be considered on a case-by-case basis; and 3) the covered parking requirement may be waived for affordable multi-family developments; and 4) additional FAR is available for affordable and workforce housing in the Mixed Use zones.

Responsible Agency: City of San Ramon, Planning/Community Development Department, Planning Division.

Financing: General Fund

Objectives/Timeframe: Annually evaluate the City's development standards, policies and procedures to ensure incentives offered by the City are adequate to respond to market conditions and therefore facilitate affordable housing.

22. Senior Group-Care Housing

Although seniors comprised a relatively small proportion of San Ramon residents in the 2008-2012 ACS period (eight percent), the City's aging population indicates a future need for senior group-care housing. The City will continue to encourage development of individual or group-care housing affordable to the City's senior population through reduced parking

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requirements and other incentives. The City will also actively support tax break and deferment legislation for qualifying elders.

Responsible Agency: City of San Ramon, Planning/Community Development Department, Planning Division

Financing: General Fund; CDBG; HOME

Objectives/Timeframe: Facilitate construction of 30 group-care housing units for seniors within the planning period.

23. Second Dwelling Units

A second dwelling unit (SDU) is a second independent single-family dwelling unit containing its own sleeping quarters, kitchen and bathroom facilities, and entrance from the outside, located on a single-family lot. The SDU may either be attached to or detached from the principal dwelling unit. SDUs can offer affordable rental housing for seniors, college students, and single persons in many communities. These units typically rent for less than apartments of comparable size and the primary homeowner receives supplementary income by renting out their second unit, which can help many modest income and elderly homeowners remain in or afford their homes. SDUs can also be integrated in new single-family subdivisions (such as carriage houses).

The City will facilitate and encourage construction of second dwelling units within single-family residential neighborhoods by revising the Zoning Ordinance to amend development standards to further accommodate second dwelling units. The City will also publish and distribute an informative brochure about second units.

Responsible Agency: City of San Ramon, Planning/Community Development Department, Planning Division; Housing Advisory Committee.

Financing: General Fund

Objectives/Timeframe: Facilitate construction of 50 SDUs within the planning period. Distribute the SDU brochure on the City website and at the Planning/Community Development Department. Revise Zoning Ordinance within one year of the adoption of the Housing Element to facilitate second unit development.

24. Priority Processing

The City will give priority processing to affordable housing projects during Plan Review, to reduce development costs.

Responsible Agency: City of San Ramon, Planning/Community Development Department, Planning Division

Financing: General Fund

Objectives/Timeframe: Facilitate the construction of 549 affordable lower income units

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25. *Development Fees*

Annually, the City prepares a Fee Schedule establishing fees and various charges for municipal services. As part of this annual review, the City will monitor and mitigate, as necessary, all current and proposed residential development impact fees and exactions (including new financing mechanisms to fund negative fiscal impacts identified in required fiscal analyses and CFD assessments) for their impact upon certainty, and upfront and ongoing costs of development, including transit-oriented development, the development of housing affordable to all income levels, housing for persons with special needs, and housing for the elderly.

Responsible Agency: City of San Ramon, Planning/Community Development Department, Planning Division; City of San Ramon, Finance Department.

Financing: General Fund

Objectives/Timeframe: Annually evaluate the City's Fee Schedule to monitor and mitigate, as necessary, fees and exactions and their impact to development. Outreach to development stakeholders will be incorporated as part the Fee Schedule update process.

PROMOTION OF REGIONAL COORDINATION

Since many of the housing problems and issues facing San Ramon are regional in nature, the City will take an active role in cooperating with other jurisdictions in the Tri-Valley region. Issues such as the lack of affordable housing, homelessness, housing opportunities for first-time homebuyers, and funding for affordable housing activities are major housing issues that should be addressed at the local as well as regional level.

26. *Regional Partnership for Affordable Housing*

Recognizing the regional nature of issues relating to affordable housing and homelessness, San Ramon will continue to participate in regional efforts and coordinate with neighboring cities and non-profit agencies. Specifically, the City will continue to actively participate in the Tri-Valley Affordable Housing Committee to coordinate the provision of social services and housing assistance to meet the needs of lower and moderate income households in the region. The City will also continue to support the Contra Costa County Urban County Program, which provides CDBG funds to organizations that assist the homeless.

Responsible Agency: City of San Ramon, Planning/Community Development Department, Planning Division; Housing Advisory Committee; Tri-Valley Affordable Housing Committee

Financing: HOME; CDBG

Objectives/Timeframe: Assist 150 lower and moderate income residents of the Tri-Valley through continued coordination with the Tri-Valley Affordable Housing Committee.

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27. Transitional and Supportive Housing

The Zoning Ordinance defines both transitional and supportive housing, consistent with State law, as a residential use permitted in any zoning district where a residential use is permitted. Transitional and supportive housing are permitted outright in residential zoning districts if there are six or fewer persons, but requires a use permit for seven or more persons. The City will be amending its Zoning Ordinance for consistency with the 2035 General Plan Update. As part of this process, the residential zone and definitions will be revised to permit these uses outright without any size restrictions.

Responsible Agency: City of San Ramon, Planning/Community Development Department, Planning Division

Financing: General Fund

Objectives/Timeframe: Revise the Zoning Ordinance within one year of the adoption of the Housing Element to amend the residential zoning districts to allow transitional and supportive housing facilities where residential uses are permitted.

28. Person with Developmental Disabilities

According to Section 4512 of the Welfare and Institutions Code a “Developmental disability” means a disability that originates before an individual attains age 18 years, continues, or can be expected to continue, indefinitely, and constitutes a substantial disability for that individual which includes mental retardation, cerebral palsy, epilepsy, and autism. This term shall also include disabling conditions found to be closely related to mental retardation or to require treatment similar to that required for individuals with mental retardation, but shall not include other handicapping conditions that are solely physical in nature.

Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled individuals require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person’s living situation as a child to an appropriate level of independence as an adult.

In order to assist in the housing needs for persons with Developmental Disabilities, the City will implement programs to coordinate housing activities and outreach with the Regional Center of the East Bay (RCEB) and encourage housing providers to designate a portion of new affordable housing developments for persons with disabilities, especially persons with developmental disabilities, and pursue funding sources designated for persons with special needs and disabilities.

Responsible Agency: City of San Ramon, Planning/Community Development Department, Planning Division

Financing: General Fund

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Objectives/Timeframe: Work with the Regional Center of the East Bay (RCEB) to implement an outreach program that informs families within the City on housing and services available for persons with developmental disabilities. The program could include the development of an informational brochure, including information on services on the City's website, and providing housing-related training for individuals/families through workshops. Development of outreach program to be completed within one year of the adoption of the Housing Element.

PROMOTION OF EQUAL HOUSING OPPORTUNITY

To adequately meet the housing needs of all segments of the community, the Housing Plan must include program(s) that promotes housing opportunities for all persons regardless of race, religion, sex, family size, marital status, ancestry, national origin, color, age, or physical or mental disability.

29. Fair Housing Program

Fair housing is defined as a condition in which individuals of similar income levels in the same housing market have a like range of choice available to them regardless of race, color, ancestry, national origin, religion, sex, disability, marital status, familial status, or any other arbitrary factor. The City contracts with the Contra Costa County Housing Services Collaborative to provide fair housing services in coordination with the Housing Advisory Committee and the Tri-Valley Affordable Housing Committee. Fair housing services provided to residents include disseminating information on State and Federal fair housing laws, listing housing available to very low, low, and moderate-income households, handling discrimination complaints, and coordinating educational programs.

Responsible Agency: Contra Costa County Housing Services Collaboration; City of San Ramon, Planning/Community Development Department, Planning Division; Tri-Valley Affordable Housing Committee; Housing Advisory Committee

Financing: CDBG

Objectives/Timeframe: Promote fair housing practices and provide educational information on fair housing to the public through the distribution of brochures and flyers. Provide referral to appropriate agencies for services. Provide brochures and flyers at public counters and information on fair housing rights and services on the City website.

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Table 11-35: Quantified Objectives

<i>Project</i>	<i>Extremely Low</i>	<i>Very Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Above Moderate</i>	<i>Total</i>
RHNA ¹	258	258	279	282	340	1,417
Units to be Constructed ²	60	172	254	558	2,649	3,693
Units to be Rehabilitated	5	5	10	—	—	20
At-Risk Units to be Preserved	17	20	—	650	—	687
Households to be Assisted	—	—	5	5	—	10

Notes:

¹ The City has a RHNA allocation of 516 very low income units (inclusive of extremely low income units). While the RHNA did not separately define housing needs for extremely low income households, the very low-income allocation can be split evenly between very low- and extremely low-income households. The City's RHNA of 516 very low income units has been allocated accordingly.

² Units to be constructed equals housing units constructed or approved, plus 300 affordable housing that can be supported with public resources (50 units) and inclusionary housing (250 units). These 300 units are generally divided into 60 extremely low, 90 very low, 90 low, and 60 moderate income units.

Housing

Appendices

Appendix 11-A

Service Providers Consulted

Satellite Affordable Housing Associates (SAHA)

1521 University Avenue
Berkeley, CA 94703

Eve Stewart, Director of Housing Development

Services Provided: Provides affordable, service-enriched housing that promotes healthy and dignified living for people with limited options. Work to construct affordable housing, manage affordable housing properties and provide resident services at SAHA communities. Residents at most SAHA communities have access to a wide variety of supportive services, activities, and civic engagement programs. Resident services offered at their communities that house elderly individuals are especially helpful in providing for residents to live as independently as possible.

Population served: The population served is low-income families, seniors and special needs (disabled and developmentally disabled). All are below 60 percent AMI, with the average income being 50 percent AMI. Serves seven counties in Northern California with more than 3,000 current residents. Their core area of focus is in Alameda and Contra Costa counties. They have also started developing housing for people who are currently homeless, as well as those who are at-risk of becoming homeless. They have not done any projects in San Ramon, and have completed only one project in the Tri-Valley (Livermore) several years ago.

Housing Needs: Identification of sites is really helpful as well as local funding for development. Easing development standards can be very helpful because opportunity sites generally have site constraints that make traditional development standards (setbacks, easements and parking) difficult to meet. Developing housing in the Tri-Valley can be difficult due to the high cost of land and the need to build at high densities to achieve affordability. More collaboration is needed with city staff and decision-making bodies to work creatively to provide affordable housing for all income levels.

Contra Costa Interfaith Housing (CCIH)

3164 Putnam Blvd. Suite C
Walnut Creek, CA 94597

Louise Bourassa, Executive Director

Services Provided: Raise funds to create affordable permanent supportive housing for homeless families in CCC, supporting parents and their children to find stability, develop self-sufficiency, and thrive. They have a 28-unit development in Pleasant Hill that provides

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permanent supportive housing specifically for homeless families with special needs in Contra Costa County. They partner with various community groups, faith-based groups, government agencies and non-profit homebuilders to provide residents with supportive services and affordable housing options.

Population Served: Serving Contra Costa County residents, where 15,000 residents experience an episode of homelessness every year, with 40% of these are children. Residents have to be certified homeless (extremely low/very low income). Depending on funding source of housing units, there are various eligibility requirements ranging from currently homeless, member of household with disability, and designated lower income. People stay as long as they need to.

Housing Needs: There is a severe shortage of permanent, affordable housing. Contra Costa County rental housing costs are among the highest in the nation. There is a lack of housing for special needs groups who are especially vulnerable to homelessness. They are funded by grants and donations, and with the support of religious organizations. Needs more advocates for permanent, supportive housing and help educating the public to remove the social stigmas of homelessness. Needs political backing for affordable housing projects, support for nonprofit builders, and loosen eligibility requirements so those with special needs can qualify for housing. Access to transit, afterschool programs for children, and access to food resources is important to their locational choice. If demand for their support services was needed, CCIH would consider expanding their services to San Ramon.

Diablo Valley Foundation for the Aging

1936 Tice Valley Blvd.
Walnut Creek, CA 94595
25-945-8040

Bob Kain, Executive Director

Services Provided: A non-profit providing community service to seniors in Contra Costa County since 1975. They are focused on preventing inappropriate institutionalization of elders by providing the necessary support to maintain them in the community. Services include geriatric care management, personal assistant, respite center, professional private fiduciary services.

Population Served: Elderly population only; no income qualifications for general programming. AARP programs require income qualifications and are for low income people. Provide respite care for frail seniors, dementia care patients, and physically disabled. Serves primarily throughout Contra Costa County, but has provided services beyond county limits too.

Housing Needs: Most of the people they serve live in their own homes and some of the lower income people live in subsidized housing. They provide recommendations based on the needs of their clients to help them identify residential care and living facilities. Seniors need accessible, affordable units with a strong community network to avoid institutionalization. There is a strong demand for senior assisted and independent living units, dementia care

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facilities, and residential care facilities for the elderly as the senior population continues to grow.

OnLok, Inc.

1333 Bush Street
San Francisco, CA 94109

Cassandra Chan, Director of Marketing and Enrollment

Services Provided: Providing integrated services to seniors and their families that keep seniors living at home for as long as possible. Uses a model of care known as “PACE”—Program of All-Inclusive Care for the Elderly. Services include constructing and managing senior housing, a comprehensive health plan providing long-term care for seniors, assistance with daily living tasks and activities, recreational service, transportation, and personal assistance.

Population Served: Services are for seniors, most of whom qualify for Medicare/Medi-Cal. On-Lok is currently providing services in San Francisco, Santa Clara, and Alameda Counties. In the future, services could potentially expand to Contra Costa County as needs grow. Clients need assistance at home with daily tasks such as cooking, bathing, and transportation to and from medical appointments. Clients are in need of social workers, medical care, speech and physical therapy, and nutritional services.

Housing Needs: Most seniors desire to stay in their homes where they are familiar with their community. Seniors need housing close to services such as transit, community activities that keeps them connected and active, and access to medical care.

Habitat for Humanity East Bay/Silicon Valley

2619 Broadway
Oakland, CA 94612

Hamid Taeb, Housing Director

Services Provided: A non-profit homebuilder focused on developing sustainable and affordable ownership housing through new construction, home renovation and home repair. Provides first-time affordable homeownership opportunities for lower income families with children. Habitat clients provide sweat equity towards construction of their home and in turn, mortgage payments made to Habitat are reinvested to help fund the construction of future Habitat homes.

Population Served: Primarily serving families who make 30 to 80 percent of the AMI with a maximum of 120 percent of AMI. Working to create affordable housing in Silicon Valley and East Bay. Seeking opportunities to expand into San Ramon and Tri-Valley where creating affordable housing has traditionally been difficult due to high land prices and cost of construction.

Housing Needs: Great need for affordable housing throughout the Bay Area, and especially in the Tri-Valley area. First-time homebuyers need housing opportunities for home ownership.

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When looking for potential affordable housing sites, priority locations should be in close proximity to transit and shopping areas, safe neighborhoods, and schools. Partnerships with cities to promote affordable housing construction can come in many forms from monetary funding, land donations, impact fee reductions/exemptions, expedited entitlement review, and easing development standards. Habitat for Humanity is interested in working in San Ramon in the future and is open to developing partnerships with market-rate developers to create affordable housing opportunities in future developments.

Independent Living Resources of Solano and Contra Costa County (ILR)

3727 Sunset Lane #103
Antioch, CA 94509

Michael Hopke, Independent Living Specialist

Services Provided: ILR is a non-profit organization dedicated to helping people with any type of disability live normal, independent lives. They work to fully incorporate those with disabilities into the community and eliminate institutional, social, and attitudinal barriers. They provide assistive services to persons with disabilities, educate the public about the needs and abilities of the disabled community, and advocates for these special needs groups to encourage autonomous living.

Population Served: Services provided by ILR are free of charge for persons with disabilities and senior. Most clients come to them with lower incomes and need assistance with landlord/tenant issues, mediation, shared housing, fair housing law, and instructions for independent living skills.

Housing Needs: There is a shortage of accessible housing for the disabled and senior populations in Contra Costa County. More affordable housing choices are needed especially for special needs groups such as group homes and residential care facilities for the elderly. Housing should be located to allow for independent living by their clients, such as close to public transportation, community services, and shopping areas.

SHELTER, Inc.

837 Arnold Drive, #400
Martinez, CA 94553

Beth Williams, Director of Housing Services

Services Provided: SHELTER, Inc. is an independent, non-profit organization founded in 1986 to alleviate Contra Costa County's homeless crisis. They provide rental assistance, case management, and housing counseling services. They also provide transitional housing in combination with supportive services such as job training, and educational services to address breaking the cycle of homelessness. SHELTER, Inc. operates a homeless family shelter for those with immediate emergency housing needs.

Population Served: SHELTER, Inc. provides housing for nearly 250 low-income households including special needs groups like transition-age youth, people with HIV/AIDS and those

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with mental health disabilities. They serve low-income residents of Contra Costa County by providing resources that lead to self-sufficiency.

Housing Needs: Due to the cost of rent in the Tri-Valley, it is difficult for SHELTER, Inc. to pay the market rate for rents in southern Contra Costa County. They are looking for opportunities to expand their rental assistance program where the organization can work with landlords to sublet housing to the homeless. They provide guaranteed rents to housing owners and assume the liability as the Master Lease holder. Homeless families tend not to need lots of square footage as they are used to living in smaller spaces. Having supportive services near affordable housing addresses the needs of the whole person rather than just individual parts of the problem. Aside from affordability, lower income persons need to have connections to family and friends in the community they live in as well as access to public transit and support services.

Appendix 11-B

Homeless Services and Facilities

EMERGENCY SHELTER

Emergency shelter is defined as a facility that provides overnight shelter and fulfills a client's basic needs (i.e. food, clothing, medical care) either on site or through off-site services. The permitted length of stay can vary from one day at a time to three months. As of December 2013, 12 facilities with approximately 394 emergency shelter beds were located in Contra Costa County, with 291 beds for individuals and 103 for families.¹ Functioning more as a type of interim housing than as basic emergency shelters, these shelters provide extensive services, including case management and wrap-around services such as housing search assistance. Meals, laundry facilities, mail, and telephones are also provided. During the 2010-11 program year, 66 percent of the 1,452 shelter residents moved on to transitional or permanent housing.² Emergency Shelter facilities include A Safe Place (Oakland), Heather House (Fairfield), Central County Shelter, Bay Area Rescue Mission (Richmond), Valley Community Health, Rescue Mission (Solano), Calli House, and the West County Emergency Homeless Facility.

TRANSITIONAL HOUSING

Transitional housing is defined as a residence that provides housing for up to two years. Residents of transitional housing are usually connected to supportive services designed to assist the homeless in achieving greater economic independence and a permanent, stable living situation. Approximately 342 transitional housing beds were located in Contra Costa County as of December 2013.³ Of these beds, 96 were designated for individuals and 231 were intended for families. The nearest transitional housing facilities are at Diablo Valley Ranch (Clayton), Mountain View House (Martinez), and Sunrise House (Concord), Appian House, and Bissell Cottages.

PERMANENT SUPPORTIVE HOUSING

Permanent supportive housing is defined as housing that is service-enriched and linked with on-going supportive services (on-site or off-site) allowing formerly homeless clients to live at the facility on an indefinite basis. Of the 977 permanent supportive housing beds within Contra Costa County in 2013, 488 were set aside for individuals and 489 were designated for families.¹ Permanent supportive housing facilities are located countywide and include the Idaho Apartments (El Cerrito), The Landings (Pittsburg), Sunset House (Pittsburg), East

¹ U.S. Department of Housing and Urban Development, 2013 Continuum of Care Homeless Assistance Programs, Housing Inventory Count Report.

² Contra Costa's Homeless Management Information System.

³ Contra Costa Health Department, Department Mission.

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Santa Fe Apartments (Pittsburg), Victoria Apartments (Concord), Mary McGovern House (Concord), Barrett Apartments (Richmond), and Garden Park Apartments (Pleasant Hill).

HOMELESS PROGRAMS

The following discussion summarizes services and programs operated by the County and other agencies or organizations.

Contra Costa County Programs: The following programs and services are provided through the County of Costa County:

- **Multi-Service Centers:** The County Health Services operates four Multi-Service Centers (MSCs) throughout the region to coordinate a variety of services and provide accessibility for homeless individuals and families. The MSCs offer comprehensive services, operating as “one-stop” sites for meals, temporary housing, respite for detoxification, and social services. Supportive services are offered on a drop-in basis, and include case management, food, showers, clothing, employment training, housing counseling, transportation, health care, educational programs, life skills programs and information and referrals to substance abuse and mental health treatment.
- **Shelter Plus Care Supportive Housing and the Health, Housing and Integrated Services Network (HHISN):** Contra Costa County's largest supportive housing programs are the Shelter Plus Care Programs. Over 300 households suffering from serious mental illness, chronic substance abuse, HIV/AIDS, and co-occurring disorders are served annually.³ Housing is provided through scattered site units that are held by a master lease and subsidized through tenant housing subsidy vouchers. Linked to the housing is an integrated array of support services including health, mental health and substance abuse services as well as case management and access to other social services.
- **Health Care for the Homeless:** Contra Costa County provides comprehensive health coverage to all of its low income uninsured residents, many of whom are homeless. The County's mobile Health Care for the Homeless program facilitates access to these mainstream health services by assisting homeless people in gaining access to health care and services.
- **Synergy:** The County's Synergy program offers treatment-on-demand to homeless people in licensed alcohol and drug treatment programs, and provides linkages to other needed services, including health, mental health, and case management services. Synergy also outstations staff at the regional MSCs to provide screening and needs assessment, on-site groups and individual treatment sessions, evening shelter-based recovery meetings, and referrals to treatment. For those who complete treatment, Synergy offers assistance in locating housing and access to housing vouchers.
- **Rubicon Programs:** Rubicon Programs promotes the self-sufficiency of unemployed and underemployed individuals who are disabled, homeless, and/or economically disadvantaged. This nationally recognized organization provides a variety of services including job preparation, placement, retention and career advancement services. In addition, Rubicon operates Training Programs in Bakery Production and Commercial Property Maintenance.

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- **Project HOPE:** Initiated in 2001, Project HOPE consists of multi-disciplinary outreach teams that work to link chronically homeless people suffering from mental illness, drug and alcohol addictions and co-occurring disorders to housing and services. Services provided by the teams include assessments; services and linkages to primary health care, mental health and alcohol and other drug treatment; interventions; medication management; transportation; assistance in applying for health coverage and other benefits, including veterans benefits; peer support; housing services; and basic needs such as food and clothing. The project's overall goal is placing individuals into permanent housing.
- **Project Coming Home:** Project Coming Home is a multi-agency collaborative effort to provide integrated outreach, housing, treatment and support services to chronically homeless individuals. Project Coming Home conducts outreach to clients in encampments and other locations, creates homeless-dedicated detox and residential treatment capacity, provides access to affordable, permanent housing through tenant-based housing subsidies, and offers an integrated and individualized package of support services linked to the housing, thus providing the comprehensive assistance needed by this hard-to-serve population.
- **SHELTER, Inc.:** This organization provides an array of homeless prevention services to individuals and families in Contra Costa County, including: rental assistance, rental subsidies linked with case management (for up to one year), financial assistance with rent and mortgage arrears, assistance with move-in costs, landlord/tenant counseling, and short-term housing linked to support services and assistance in locating permanent housing.
- **San Ramon Valley Ecumenical Homeless Ministry:** This parochial organization provides emergency rental assistance for families that are at risk of homelessness who show ability to sustain housing after assistance is provided. The ministry provides short-term rental assistance and case management services and appropriate early intervention.
- **Hope Conference:** Hope Conference is a last-resort effort to help the working poor with rental assistance and transportation needs. Hope serves needy individuals and families, all of which are case managed or referred by faith congregations, homeless shelters, county or nonprofit organizations. It is primarily family focused and complements the work of other agencies and conferences and offers help as a last resort to prevent homelessness and loss of employment that would lead to homelessness.

Appendix 11-C

Review of Past Accomplishments

The following table summarizes the City's accomplishments under the previous Housing Element and indicates the continued appropriateness of the program for the 2015-2023 Housing Element planning period.

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<i>Program</i>	<i>General Plan 2030 Policy</i>	<i>Description</i>	<i>Quantified Objectives</i>	<i>2009-2014 Accomplishments</i>	<i>Continued Appropriateness in 2015-2023 Housing Element</i>
			<i>Timeframe</i>		
1. Countywide Rehabilitation Loan Program	11.2-1-3	Provide rehabilitation incentives in the form of low-interest loans to lower and moderate income homeowners.	5 households Planning Period	The City continues to provide housing rehabilitation loan services for single family homeowners under the County umbrella CDBG program. Since 2009, three San Ramon households have been assisted through this program due to a dwindling pool of CDBG funds.	Program retained. (See Policy 11.2-1-3)
2. City Rehabilitation Loan and Grant Program	11.2-1-3	Provide rehabilitation incentives in the form of low-interest loans to lower and moderate income homeowners.	5 exterior rehabilitation grants, 50 housing rehabilitation grants, and 30 housing rehabilitation loans to lower and moderate income households Planning Period	<p>The City continues to fund the Home Rehabilitation Grant Program which began in 2006. Housing rehabilitation grants have been awarded to 96 income qualified households through 2014.</p> <p>The Redevelopment Agency also funded a Housing Rehabilitation Loan Program in 2007 which has since been discontinued due to lack of funding. 11 loans were issued under the program.</p> <p>The City prepared a brochure that advertises the Home Rehabilitation Grant program. The brochure is available on the City's website and the Building and Safety Services Division.</p>	Program retained. (See Policy 11.2-1-3)

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<i>Program</i>	<i>General Plan 2030 Policy</i>	<i>Description</i>	<i>Quantified Objectives</i>	<i>2009-2014 Accomplishments</i>	<i>Continued Appropriateness in 2015-2023 Housing Element</i>
			<i>Timeframe</i>		
3. Green Building	11.4-I-6	Disseminate information and support efforts by public utilities to encourage home conservation practices.	None	The City supports the State Energy Commission by providing local residents information on available energy conservation programs and how to receive additional information from the Commission. Commission handouts and brochures are made available at the Permit Center front counter. The City informs residents of rebate incentives available during the pre-application process and provides handouts at local events such as the annual Art and Wind Festival, affordable housing fairs, San Ramon's Government Day, etc. The City has also created a webpage that provides residents information on Energy Incentive Programs from the State, free downloads of the Home Green Building guidelines for remodels and new construction, etc.	Program retained. (See Policy 11.4-I-6)
			FY 09/10		
4. Code Enforcement and Abatement	11.2-I-1	Promote increased awareness of the importance of property maintenance to long-term housing quality and engage the community to preserve neighborhoods.	None	The City has an active Code Enforcement Division that works to promote awareness of property maintenance and preserve neighborhoods. The Building and Safety Services Division administers the City's Rehabilitation Grant Program which assists lower income households to complete necessary home repairs.	Program retained (See Policy 11.2-I-1 and I-2).
	11.2-I-2	Enforce City ordinances that maintain the appearance and safety, and prevent deterioration, of residential neighborhoods.	Enforcement Ongoing		

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<i>Program</i>	<i>General Plan 2030 Policy</i>	<i>Description</i>	<i>Quantified Objectives</i>	<i>2009-2014 Accomplishments</i>	<i>Continued Appropriateness in 2015-2023 Housing Element</i>
			<i>Timeframe</i>		
5. Preservation of Existing Affordable Housing Stock	11.2-1-6	Work to preserve the affordability of publicly assisted housing units and to discourage their conversion to market-rate housing.	37 housing units	Affordable agreements with Park Place Apartments, Cambrio Townhomes and Bollinger Crest Apartments are in the process of expiring in 2015. The City has contacted all the property owners/management companies to discuss conservation of these affordable units and there was no interest in expanding the affordability term. The City continues to monitor that tenants of the affordable units are given the proper noticing requirements and that the properties meet all State housing law requirements.	Program retained (See Policy 11.2-1-6 and 1-8).
	11.2-1-8	Strive to prevent the conversion of affordable housing units to market-rate housing.	Ongoing		
6. Housing Choice Voucher	None		None	The City of San Ramon continues to refer interested households and homeowners to the Contra Costa County Housing Authority to be placed on a list for qualification. In addition, information on developments within the City that accept Section 8 vouchers is provided in the Tri-Valley Area Affordable Rental Housing Directory which is available online; hard copies of the Directory can also be obtained at the City's public counter.	Program retained.
			Ongoing		

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<i>Program</i>	<i>General Plan 2030 Policy</i>	<i>Description</i>	<i>Quantified Objectives</i>	<i>2009-2014 Accomplishments</i>	<i>Continued Appropriateness in 2015-2023 Housing Element</i>
			<i>Timeframe</i>		
7. Condominium Conversion Ordinance	11.2-I-8	Strive to prevent the conversion of affordable housing units to market-rate housing.	None	The City has adopted a Condominium Conversion ordinance in 2008 to establish procedures and requirements for conversion to preserve rental housing and provide for tenant protection. Additionally the Subdivision Map Act establishes requirements for notice to tenants and right of tenants to exclusive contract for purchase of their units to be converted to condominium ownership (State of California Government Code Section 66427.1). This requirement intends to limit the number of households displaced by the conversion of rental units to "for sale" units.	Program retained (See Policy 11.2-I-8)
			Ongoing		
8. Unit Size Diversity	11.1-I-6	Require diversity of unit size and number of bedrooms within multi-family housing developments (exempting senior projects) and strive to provide three- and four-bedroom units for large families. This policy will be implemented through guidelines published by the Housing Advisory Committee (HAC).	None	The 2012 Zoning Ordinance update incorporated a goal to encourage high density and very high density residential to provide diverse types of dwelling units with specific attention to adding 3 or more bedroom units. Planning staff continues to work with developers during the entitlement process to design units to accommodate families of all sizes.	Program retained. (See Policy 11.1-I-6).
	11.3-I-4	Encourage the provision of housing to meet the needs of families of all sizes.	FY 12/13		

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<i>Program</i>	<i>General Plan 2030 Policy</i>	<i>Description</i>	<i>Quantified Objectives</i>	<i>2009-2014 Accomplishments</i>	<i>Continued Appropriateness in 2015-2023 Housing Element</i>
			<i>Timeframe</i>		
9. First Time Homebuyer Downpayment Assistance Programs	11.1-I-10	Continue to participate with Contra Costa County and non-profit organizations to offer first-time homeownership programs to current and prospective San Ramon residents and workers.	None	Launched regional down payment assistance program in 2012 with Tri-Valley cities which is administered through the non-profit Tri-Valley Housing Opportunity Center. The City continues to provide referrals and information about Contra Costa County home ownership programs and affordable housing opportunities provided by non-profit organizations.	Program retained (See Policy 11.1-I-10).
			Ongoing		
10. Affordable Housing Development	11.1-I-1	Identify sites appropriate for the development of a variety of housing types and price ranges to meet the needs of all socioeconomic segments of the community (including extremely low, very low, low, moderate, and above moderate income households).	None	Figure 11-8 of the Housing Element identifies sites appropriate for development of a variety of housing types. The map is used by Housing and Planning staff to discuss with home builders the potential housing sites in San Ramon. The City continues to work with developers to commit to long-term affordability in order to prevent the conversion of affordable housing units to market-rate. Since 2009, units within the following affordable housing developments have affordability covenants of at least 50 years after initial occupancy: Valley Vista Senior: 104 units Faria Preserve: 213 units* Highland Point: 293 units	Program retained. (See Policy 11.1.I-3)
	11.1-I-4	Negotiate with developers to ensure a portion of future residential development is affordable to extremely low, very low, low and moderate income households.	Ongoing		

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<i>Program</i>	<i>General Plan 2030 Policy</i>	<i>Description</i>	<i>Quantified Objectives</i>	<i>2009-2014 Accomplishments</i>	<i>Continued Appropriateness in 2015-2023 Housing Element</i>
			<i>Timeframe</i>		
11. Affordable Housing Funding Sources	11.1-I-3	Facilitate the development of affordable housing throughout the community through use of financial and/or regulatory incentives, where feasible.	200 units	Due to the dissolution of the Redevelopment Agency, there is limited city staff available to apply for State and federal funding. However, Housing and Planning staff works closely with developers to facilitate the development of affordable housing through the City's inclusionary policy.	Program retained. (See Policy 11.1.I-3)
			Ongoing		
12. Inclusionary Housing	11.1-I-4	Negotiate with developers to ensure a portion of future residential development is affordable to extremely low, very low, low and moderate income households.	250 housing units	<p>The Housing Advisory Committee began drafting an inclusionary zoning ordinance and structure for in-lieu fees in 2005. Options are being explored that would give developers flexible options (e.g., construction, donation of land, partnering with the non-profit community to develop affordable housing on their behalf, and in-lieu fee options). Due to the current housing market conditions and recent court cases, the HAC has recommended to the Planning Commission that formal consideration of the ordinance be delayed until the housing market improves and court cases are resolved. Despite the lack of the formal ordinance, negotiation on a case by case basis has been successful in the creation of affordable units such as 10 percent of units at Park Central, 28 percent in the Faria Preserve Development,* 25 percent in the Dougherty Valley Specific Plan and 15 percent at City Center.</p> <p>To further facilitate the development of multi-family affordable housing, a mixed use density range will be established in an upcoming Zoning Ordinance update.</p>	Program retained (See Policy 11.1-I-4).
			Ordinance FY 15/16, Construction ongoing		

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<i>Program</i>	<i>General Plan 2030 Policy</i>	<i>Description</i>	<i>Quantified Objectives</i>	<i>2009-2014 Accomplishments</i>	<i>Continued Appropriateness in 2015-2023 Housing Element</i>
			<i>Timeframe</i>		
13. In-Lieu Fee for Commercial Development	11.1-I-11	Ensure that non-residential development contributes to the supply of housing affordable to lower-income households, including extremely low-income households.	None	The City has not developed a Linkage Fee program due to the recent downturn in the economy; however a fee study is being conducted currently and will include the linkage fee program.	Program retained (See also Policy 11.1-I-11)
			Ordinance FY15/16, Construction ongoing		
14. Use of In-Lieu Fees	11.1-I-20	Apply for available State and federal funds, and encourage the use of private financing mechanisms, to assist in the production of affordable housing.	None	The City has not developed an in-lieu fee program due to the current housing market conditions and recent court cases. HAC has recommended to the Planning Commission that formal consideration of the an in-lieu fee be delayed until the housing market improves and court cases are resolved.; however a fee study is being conducted currently and will include the in-lieu fee program.	Program retained. (See Policy 11.1-I-20)
			FY 15/16		
15. Affordable Housing Fair	11.1-I-15	Work with neighboring jurisdictions in the Tri-Valley area to develop affordable housing.	None	The City continues to work with neighboring jurisdictions through the Tri-Valley Affordable Housing Committee. In concert with neighboring jurisdictions, we have developed an Affordable Housing guidebook to assist affordable households with finding housing within the Tri-Valley. The City continues to work with the Tri-Valley Housing Opportunity Center, a “one-stop shop” to distribute information about affordable rental information and down payment assistance and work cooperatively with the Center to provide affordable housing fairs, property bus tours, seminars, etc.	Program retained. (See Policy 11.1-I-15).
			Ongoing		

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<i>Program</i>	<i>General Plan 2030 Policy</i>	<i>Description</i>	<i>Quantified Objectives</i>	<i>2009-2014 Accomplishments</i>	<i>Continued Appropriateness in 2015-2023 Housing Element</i>
			<i>Timeframe</i>		
16. Green Building	11.4-I-6	Disseminate information and support efforts by public utilities to encourage home conservation practices.	None Ongoing	<p>The City supports the State Energy Commission by providing local residents information on available energy conservation programs and how to receive additional information from the Commission. Commission handouts and brochures are made available at the Permit Center front counter. The City informs residents of rebate incentives available during the pre-application process and provides handouts at local events such as the annual Art and Wind Festival, affordable housing fairs, San Ramon's Government Day, etc.</p> <p>The City has also created a webpage that provides residents information on Energy Incentive Programs from the State, free downloads of the Home Green Building guidelines for remodels and new construction, etc.</p>	Program completed and deleted from 2015-2023 HE.
17. Energy Conservation	11.4-I-4	Enforce the State's energy conservation standards for new residential construction and renovations to existing structures.	None Code Update FY 13/14, Ongoing	The City adopted the 2014 California Building Standards Code in January 2013 California Building Codes, which are based on the International Building Codes. The City continues to be in compliance with and enforce State energy conservation standards. All San Ramon Building and Safety staff has attended State training on new energy conservation standards.	Program retained. (See Policy 11.4-I-4).

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<i>Program</i>	<i>General Plan 2030 Policy</i>	<i>Description</i>	<i>Quantified Objectives</i>	<i>2009-2014 Accomplishments</i>	<i>Continued Appropriateness in 2015-2023 Housing Element</i>
			<i>Timeframe</i>		
18. Housing Opportunity Sites	11.1-I-1	Identify sites appropriate for the development of a variety of housing types and price ranges to meet the needs of all socioeconomic segments of the community (including extremely low, very low, low, moderate, and above moderate income households). These sites will be specified in the inventory. Land Use designations will be changed. Rezoning will be completed by the summer of 2019.	None Ongoing	Figure 11-8 of the Housing Element identifies sites appropriate for development of a variety of housing types. The map is used by Housing and Planning staff to discuss with home builders the potential housing sites in San Ramon.	Program retained (See Policy 11.1-I-11).
19. Affordable Housing Incentives and Concessions	11.3-I-2	Participate in programs and provide incentives for projects that include housing for seniors, lower and moderate income households, and special needs groups.	None Ongoing	The City locally adopted the Density Bonus Ordinance in 2014 to facilitate the development of housing for seniors and lower income households. With each housing development providing affordable units, the City works with the developer to determine qualification for Project incentives. For example, parking reductions were applied to the Valley Vista Senior Housing project.	Program retained (See Policy 11.3-I-2).
20. Senior	11.3-I-2	Participate in programs and	30 units	The Valley Vista Senior Housing Project was the	Program retained

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<i>Program</i>	<i>General Plan 2030 Policy</i>	<i>Description</i>	<i>Quantified Objectives</i>	<i>2009-2014 Accomplishments</i>	<i>Continued Appropriateness in 2015-2023 Housing Element</i>
			<i>Timeframe</i>		
Group-Care Housing		provide incentives for projects that include housing for seniors, lower and moderate income households, and special needs groups.	Ongoing	<p>recipient of \$13.8 million in HUD 202 funding to assist in the development of 104 affordable units (90 very low and 14 low income units)</p> <p>During the past planning period, one additional Adult Residential Facility was added to bring a total of ten beds currently operating in San Ramon.</p>	(See Policy 11.3-I-2).
21. Second Dwelling Units	11.1-I-8	Encourage construction of second dwelling units within single-family residential neighborhoods.	50 units Ongoing	<p>Due to the downturn in the economy, improvements such as second dwelling unit construction have been inhibited.</p> <p>Since 2009, the City has issued building permits for six second dwelling units.</p> <p>In November 2012, the Zoning Ordinance was amended to facilitate the development of second dwelling units.</p>	Program retained (See Policy 11.1-I-8).
22. Transitional and Supportive Housing	11.3-I-3	Encourage the provision of housing with supportive services for special needs groups, such as homeless, persons with disabilities, and victims of domestic violence.	None Ordinance FY 15/16	In 2012, the City amended the Zoning Ordinance to permit transitional housing facilities serving six or few persons in all residential districts by-right. Transitional housing facilities serving seven or more persons are allowed within the RC, RH, MU, CCMU, and CT zones with approval of a Use Permit.	Program amended and will include Ordinance update in FY 15/16
23.	11.3-I-3	Encourage the provision of	None	In 2012, the City amended the Zoning Ordinance to	Program completed

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<i>Program</i>	<i>General Plan 2030 Policy</i>	<i>Description</i>	<i>Quantified Objectives</i>	<i>2009-2014 Accomplishments</i>	<i>Continued Appropriateness in 2015-2023 Housing Element</i>
			<i>Timeframe</i>		
Reasonable Accommodation		housing with supportive services for special needs groups, such as homeless, persons with disabilities, and victims of domestic violence.	FY 09/10	allow reasonable accommodation through a non-discretionary review process for persons with disabilities seeking equal access to housing under the Federal Fair Housing Act and the California Fair Employment and Housing Act. The Zoning Ordinance establishes specific procedures and thresholds for reasonable accommodation requests with ministerial approval by the Zoning Administrator.	and removed from 2015-2023 HE.
24. Emergency Shelters	11.3-I-3	Encourage the provision of housing with supportive services for special needs groups, such as homeless, persons with disabilities, and victims of domestic violence.	None	The City completed a Zoning Ordinance update in November 2012. The update included provisions to allow for supportive and transitional housing in residential zones as well as to allow homeless shelters by-right in Thoroughfare Commercial zones.	Program completed and removed from 2015-2023 HE.
	11.3-I-5	Support and provide funding to organizations that assist the homeless.	FY 09/10	The City continues to participate in the Contra Costa County Urban County Program, which provides federal funds to organizations that assist the homeless.	
25. Single	11.3-I-2	Participate in programs and	None	The Zoning Ordinance was amended in 2012 to	Program completed

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<i>Program</i>	<i>General Plan 2030 Policy</i>	<i>Description</i>	<i>Quantified Objectives</i>	<i>2009-2014 Accomplishments</i>	<i>Continued Appropriateness in 2015-2023 Housing Element</i>
			<i>Timeframe</i>		
Room Occupancy (SRO) Units	11.3-I-3	<p>provide incentives for projects that include housing for seniors, lower and moderate income households, and special needs groups.</p> <p>Encourage the provision of housing with supportive services for special needs groups, such as homeless, persons with disabilities, and victims of domestic violence.</p>	FY 09/10	facilitate the development of single room occupancy units.	and removed from 2015-2023 HE.

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<i>Program</i>	<i>General Plan 2030 Policy</i>	<i>Description</i>	<i>Quantified Objectives</i>	<i>2009-2014 Accomplishments</i>	<i>Continued Appropriateness in 2015-2023 Housing Element</i>
			<i>Timeframe</i>		
26. Priority Processing	11.2-I-5	Ensure that units produced for lower and moderate income households are maintained at designated income levels for the term established in the entitlement.	1,155 units	<p>The City continues to facilitate the development of affordable housing by giving priority processing to housing developments with affordable housing. For project such as the Faria Preserve, Park Central and ACRE Townhomes, public workshops with the Planning Commission and/or City Council were conducted to provide project applicants comments early in the development review process.</p> <p>The City continues to implement the Dougherty Valley Settlement Agreement and to expedite the review of affordable housing components of the Dougherty Valley project such as streamlining the Architectural Review of applications.</p> <p>To further facilitate the development of affordable housing, the City will consider additional opportunities to expedite the processing of affordable housing developments as part of the upcoming Zoning Ordinance update.</p>	Program retained. (See Policy 11.2-I-5).
			Ongoing		
27. Regional Partnership for Affordable Housing	11.1-I-15	Work with neighboring jurisdictions in the Tri-Valley area to develop affordable housing.	None	<p>The City continues to work with neighboring jurisdictions through the Tri-Valley Affordable Housing Committee. In concert with neighboring jurisdictions, we have developed an Affordable Housing guidebook to assist affordable households with finding housing within the Tri-Valley. The City continues to work with the Tri-Valley Housing Opportunity Center, a “one-stop shop” to distribute information about affordable rental information and down payment assistance.</p>	Program retained (See Policy 11.1-I-15).
			Ongoing		

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<i>Program</i>	<i>General Plan 2030 Policy</i>	<i>Description</i>	<i>Quantified Objectives</i>	<i>2009-2014 Accomplishments</i>	<i>Continued Appropriateness in 2015-2023 Housing Element</i>
			<i>Timeframe</i>		
28. Fair Housing Program	11.3-I-1	Collaborate with and support efforts of organizations dedicated to eliminating discrimination in housing.	None Ongoing	The City utilizes the Contra Costa County fair housing and landlord/tenant dispute resolution services and direct tenants via the City's website and at the Permit Center of the availability of services.	Program retained (See Policy 11.3-I-1).

Note:

*A reduction in the overall maximum number of dwelling units in the Faria Preserve from 740 to 618 (by reducing the maximum number of dwelling units within Neighborhood V from 302 to 180 (with a maximum density of 18 units per acre)) would be accomplished by (1) changing the housing type within Neighborhood V from higher density rental units to lower density, age-targeted, market-rate, for-sale attached units; and (2) instead of constructing affordable housing on-site, allowing the developer to contribute into a workforce housing endowment fund for the purpose of facilitating affordable housing in San Ramon.

This reduction in density and unit count in the NWSP such that the total unit count within Neighborhood V decreases from 302 apartment units to a maximum of 180 market-rate, age-targeted, for-sale units would occur so long as the developer elects to contribute into a fund established by the City for the purpose of facilitating affordable housing, instead of constructing affordable housing on-site. Specifically, the developer would pay a fee to the City in the amount of Fifty Thousand Dollars (\$50,000) per unit developed within Neighborhood V. The maximum amount of this fee for the developer of Neighborhood V is Nine Million Dollars (\$9M) (180 units x \$50,000). The fee shall be paid on a pro rata basis over the number of market-rate for-sale units built within Neighborhood V, and the payments shall commence no sooner than the date of the first close of escrow of each market-rate for-sale residential unit within Neighborhood V.

The City may use the above-referenced funds, in its discretion, to fund a variety of programs intended to facilitate affordable housing. By way of example only, these programs could include, among others, partnering with non-profit developers to transfer and/or construct deed-restricted affordable units; purchase and rehabilitation of existing developments for deed-restricted affordable housing; preservation and replacement options to preserve existing affordable housing stock; purchasing affordability covenants; and/or providing financial support for rental subsidies, down payment assistance, and housing rehabilitation loan services and grant program for eligible households. The foregoing list of potential measures is intended to be illustrative only, and is not intended to constrain the City's discretion in determining the appropriate way to allocate this funding so long as such funding is used for the purpose of facilitating affordable housing.

Appendix 11-D

Detailed Development Review Process

PRE-APPLICATION PROJECT REVIEW

Pre-Application review with an applicant of a conceptual development project may occur with the Planning/Community Development Director, or Planning Services staff and/or other City staff as determined to be appropriate. The Pre-Application process provides an opportunity to review the appropriate forms, discuss the process including the necessary committee and commission meetings, projected timelines, any potential issues, and answer questions. Development plan revisions may occur as a result of recommendations from City staff and a subsequent Pre-Application Review may be held and/or plan revisions may be incorporated into a formal application submittal. If enough information is available, City staff may make a preliminary determination on the environmental review process for the project application pursuant to the California Environmental Quality Act (CEQA).

APPLICATION SUBMITTAL OF DEVELOPMENT PROJECT

Upon formal application submittal of a development project, the Planning/Community Development Director and his/her designee immediately assigns a project planner to review and process development applications. Upon application submittal, a 30-day review begins to determine if the application is complete. Within three days of submittal, a staff planner prepares a referral and routes application and plans to applicable members and agency on the Development Review Committee (DRC) distribution list (DRC includes all City Departments and outside agencies such as PG&E, EBMUD, Fire Protection District, etc.). Requested comments from internal and external agencies are typically returned within two weeks. A Design Review Committee meeting is held for complex projects to discuss issues early on in the review process.

REVIEW FOR COMPLETENESS

Based on staff review of the application and comments from the DRC, the staff planner determines if a development application is complete. If the project application and plans are complete, the staff planner sends a Deemed Complete letter to the applicant. If the project application and plans are incomplete, the project planner sends a Deemed Incomplete letter to the applicant that lists all deficiencies. A new 30-day review begins upon re-submittal by the applicant.

ENVIRONMENTAL REVIEW

The staff planner determines the environmental review process for the project application pursuant to the California Environmental Quality Act (CEQA) within 30 days of deeming an application complete. The staff planner also determines if environmental review can be conducted in-house or whether portions or all of the environmental review should be

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contracted out to an environmental consulting firm. If consultants are used, the staff planner prepares and coordinates applicable Requests for Proposal (RFPs) and all associated contract documentation, fee collection from applicant, etc. The City also retains an on-call consultant list, eliminating the need for a lengthy RFP process. Environmental review may be completed concurrently with the Architecture Review Board review.

DEVELOPMENT PLAN CONCEPT REVIEW (OPTIONAL)

The Development Plan Conceptual Review process is intended to serve as an initial screening of a project concept and not a detailed review of a development proposal. The value of the process is in the feedback provided by the Planning Commission and Staff that allows the applicant to make an informed decision regarding potential revisions to their project based on the comments received. The Planning Commission's feedback is non-binding and no formal or final decisions are issued for a Conceptual Review.

Notice of the Planning Commission's consideration of a Concept Review application will be sent to property owners within 300 feet of the subject property. The purpose of providing public notice on a non-action item is to solicit public input in advance of formal applications and give the potential project applicant a better understanding of public opinion regarding their potential project. Submittal requirements are provided in Division D6, Chapter I (Permit Application Filing and Processing) of the Zoning Ordinance.

ARCHITECTURAL REVIEW BOARD

All applications for new residential development must be reviewed by the Architectural Review Board (ARB). The staff planner schedules a project for consideration at an ARB meeting within three to four weeks of deeming an application complete. ARB meetings are held the 2nd Thursday of each month. The week prior to the scheduled ARB meeting, the staff planner prepares and completes a staff report to be distributed with an ARB packet to the ARB members. Typical reports discuss the project and any applicable ARB issues such as site plan design, parking lot lay-out, architectural building design and landscape plan design with recommendation issue/items to be discussed by the ARB. At the ARB meeting, members discuss the development project and offer design recommendations and/or changes to be made by the applicant. ARB may request that project revisions be made and come back to the ARB for Final Review. If no comments are given or comments are minor, the ARB provides recommendations subject to final staff review and/or Planning Commission review and approval. Upon receiving Final Architectural Review Board review, the development application may proceed to the Planning Commission.

ADMINISTRATIVE ZONING ADMINISTRATOR REVIEW

Minor residential subdivisions (four lots or fewer), Development Plans, and Minor Use Permits subject to a Development Plan may be approved administratively upon recommendation of the ARB. Applications of a minor nature (e.g., single-family residential additions, architectural projections, etc.) can be processed administratively without ARB review. Staff mails a *Notice of Application* to all property owners located within a 300-foot radius of the project, providing 10 days for anyone to comment on the proposed use. If no comments are received, the Zoning Administrator renders a decision. If comments requesting a public hearing for the project are received, a public hearing is scheduled before the Zoning

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Administrator. An applicant or other interested party may file an appeal of the decision with the City Clerk to the Planning Commission within 10 days of the adoption of the Zoning Administrator Order either approving or denying the project. If no appeals are filed, the applicant may proceed to Site Development Permit/Grading Permit and/or Building Permit submittal and subsequently project construction.

PUBLIC HEARING - ZONING ADMINISTRATOR (ZA)

If a request for a public hearing in response to the Notice of Application is received, or staff cannot support the applicant's request, a public hearing before the Zoning Administrator is scheduled. Zoning Administrator Hearings are held the 2nd Thursday of each month. A Public Hearing Notice of the Zoning Administrator meeting date is mailed out 10 days in advance to all property owners properties located within a 300-foot radius of the project. The week prior to the scheduled Zoning Administrator meeting, the staff planner prepares and completes a staff report for the Zoning Administrator. Typical reports discuss the project and any applicable issues such as Zoning and General Plan consistency, land use compatibility, neighborhood concerns, ARB issues, site plan and parking design, architectural building design and landscape plan design with recommendation issues/items to be considered by the Zoning Administrator.

At the Zoning Administrator meeting, public testimony is heard, project issues are discussed, and recommendations and/or changes are presented by the staff and/or applicant. The Zoning Administrator may request that the applicant revise the project and return for final review and consideration. If comments are minor, the application may be conditionally approved subject to final staff review. Upon a motion made by the Zoning Administrator indicating intent to approve or deny a project, staff typically returns with a Zoning Order and conditions of approval (if recommended for approval) at the next meeting. An applicant or other interested party may file an appeal of the decision with the City Clerk to the Planning Commission within 10 days of the adoption of the Zoning Administrator Order either approving or denying the project. If no appeals are filed, the applicant may proceed to Site Development Permit/Grading Permit and Building Permit submittal and subsequently project construction.

PUBLIC HEARING - PLANNING COMMISSION REVIEW

Major residential subdivisions (five or more lots) and Use Permits require Planning Commission review and approval. A project is scheduled for a Planning Commission meeting upon incorporation of ARB recommendations, a completeness determination for the application and plans, and completion of required environmental review work. Planning Commission meetings are held the 1st and 3rd Tuesday of each month. A Public Hearing Notice of Intent to Adopt an Initial Study/Negative Declaration (for non-exempt projects) is mailed 20 or 30 days (30 days when State or Federal Agencies are notified) in advance of Planning Commission meeting to all properties located within a 300-foot radius of the project. A distance radius of 500 to 1,000 feet is often required for large or sensitive projects in San Ramon to provide greater public outreach. If an Environmental Impact Report (EIR) is required, a Public Notice of Completion and Review is mailed out with a 45-day review and comment period. A special meeting to review and receive comments from the public on an EIR, separate from the public hearing on the proposed project may occur by the Planning Commission. A separate Public Notice of the Planning Commission meeting date is mailed 10

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days in advance to all properties located within a 300-foot radius of the project. A distance radius of 500 to 1,000 feet is often required for large or sensitive projects in San Ramon to provide greater public outreach.

Staff schedules a development project for review and comment with the necessary City committees or commissions to review and provide recommendations on the project to the Planning Commission. The week prior to the scheduled Planning Commission meeting, the staff planner prepares and completes a staff report to be distributed with a Planning Commission packet to the Commission members. Typical reports discuss the project and any applicable Planning Commission issues such as Zoning and General Plan consistency, environmental issues, land use compatibility, ARB issues, site plan and parking design, architectural building design and landscape plan design, with recommendation issues/items to be discussed and considered by the Planning Commission.

At the Planning Commission meeting, Commissioners receive public testimony, discuss the development project and issues, and offer recommendations and/or changes to be made by the applicant. The Commission may request that project revisions or further analysis be made prior to final review and consideration. If comments are minor, the Planning Commission may provide recommendations subject to final staff and/or ARB review and approval. Upon motion of the Planning Commission of their intent to approve or deny a project, staff will typically return with a resolution and conditions of approval or denial at the next meeting.

An applicant or other interested party may file an appeal of the decision with the City Clerk to the City Council within 10 days of the adoption of the Planning Commission resolution either approving or denying the project. If no appeals are filed and if no City Council actions are required of the development project, the applicant may proceed to final architectural approval, if necessary, Site Development Permit/Grading Permit and/or Building Permit submittal and subsequently project construction.

Conditions for Use Permit: The following findings are required for approval of any Use Permit in San Ramon:

- The proposed use is allowed within the applicable zone and complies with all other applicable provisions of this Zoning Ordinance and the Municipal Code;
- The proposed use is consistent with the General Plan and any applicable specific plan;
- The design, location, size, and operating characteristics of the proposed activity are compatible with the existing and future land uses in the vicinity;
- The site is physically suitable for the type, density, and intensity of use being proposed, including access, utilities, and the absence of physical constraints; and
- Granting the permit would not be detrimental to the public health, safety, or welfare of the persons residing or working in the subject neighborhood, or materially detrimental or injurious to property or improvements in the vicinity and zone in which the property is located.

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In approving a Use Permit, the Planning Commission may impose conditions (e.g., the placement, height, nature and extent of the use; buffers, landscaping and maintenance, off-site improvements, performance guarantees, screening, surfacing, time limits, etc.), including conditions that establish standards for development that are more restrictive than the applicable requirements of this Zoning Ordinance and deemed reasonable and necessary to ensure that the approval will comply with the findings. Conditions would be similar to those for other similar uses in the same zones.

CITY COUNCIL REVIEW

Projects that have been appealed or involve a Zone changes or General Plan Amendment require City Council review and approval. The City Council meetings are held the 2nd and 4th Tuesdays of each month. A Public Hearing Notice of the City Council meeting date is mailed out 10 days in advance of City Council meeting to all property owners located within a 300-foot radius of the project. A distance radius of 500 to 1,000 feet is often required for large or sensitive projects in San Ramon to provide greater public outreach.

The week prior to the scheduled City Council meeting, the staff planner prepares and completes a staff report to be distributed with a City Council packet to the Council members. Copies of all Planning Commission staff reports, meeting minutes and information are also provided to the City Council. Typical reports focus on the Planning Commission issues or appeal issues with recommendation issue/items to be discussed and considered by the City Council.

At the City Council meeting, Council members will hear public testimony, discuss the development project and issues, offer recommendations, or require changes to be made by the applicant. The Council may request the applicant to revise the project and return for final review and consideration. If comments are minor, the Council may provide recommendations subject to final staff, ARB and/or Planning Commission review and approval. Upon motion of the City Council of their intent to approve or deny a project, staff will typically return at the next meeting with a resolution and conditions of approval or upholding the Planning Commission decision or denying the appeal, as applicable. Typically, upon the City Council adoption of the resolution the action becomes effective immediately or within 30 days if a Zone change or a General Plan Amendment is involved. The decision of the City Council is final.

SITE DEVELOPMENT PERMIT/GRADING PERMIT

After City Council approval, an applicant submits required site development (utility infrastructure plans) and grading plans to the Engineering Services Department for review and approval. Issuance of the Site Development and/or Grading Permits may occur prior to or concurrent with Building Permit issuance. Typically, Assurance Bonds are required of each project to guarantee that a developer fully completes the work per the approved plans once construction begins. These bonds ensure that a project will not be left by the developer in a partial or incomplete construction phase.

Engineering Services inspectors monitor and inspect site development to ensure that all underground utility installations and grading activity is completed in accordance with the approved plans. Although much of this work may be completed prior to Building Permit issuance, site development and grading permits are not finalized until the completion of

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above-ground construction improvements (i.e. buildings and structures). At the time of final site inspection, all required improvements are verified as completed prior to final approval and release of applicable bonds.

BUILDING PERMIT SUBMITTAL/CONSTRUCTION PROCESS

Prior to or concurrent with the submittal of a Building Permit, an applicant is required to submit an annotated list of the Conditions of Approval documenting the status of each of the required conditions. Upon submittal of a Building Permit application with construction plans and information, the Building and Safety Services Division routes the construction plans and information to all applicable internal departments.

Plan check review by the Building and Safety Services Division and/or internal departments takes place within 10 days of submittal. Any deficiencies in the plans are listed in writing and provided to the applicant. The applicant may resubmit for subsequent building plan check after making necessary revisions or corrections. The Building Permit is issued and construction of the building structures may begin only after the construction plans are accepted by the Building and Safety Services Division and/or internal departments.

Building and Safety Services Division inspectors monitor and inspect specific stages of project construction, including but not limited to, building foundation, plumbing, mechanical, and framing. Building inspectors ensure that the building construction is completed in accordance with the approved construction plans and applicable Building Codes. When building construction is complete, the applicant calls for a Final Building Inspection, at which time all applicable departments inspect the project and prepare a written list of items to be corrected, if any. Upon receiving final building inspection approval, the building receives a Certificate of Occupancy (CO) or clearance for the internal tenant improvements (TIs) to begin.

Appendix 11-E

Detailed Residential Sites Inventory

The following provides a parcel-specific account of the Housing Opportunity Sites presented in the Housing Element.

Housing

<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infrastructure Capacity</i>	<i>Environmental Constraints</i>
1	208-250-041	North of Purdue Road	Crow Canyon	Crow Canyon Specific Plan—Residential Overlay	Mixed Use	22 to 50 du/ac	3.4	Per Specific Plan	Recreational—Roller Skating Rink	Yes	None
	208-250-058	North of Purdue Road	Crow Canyon	Crow Canyon Specific Plan—Residential Overlay	Mixed Use	22 to 50 du/ac	1.8	Per Specific Plan	Auto Repair	Yes	None
	208-250-060	North of Purdue Road	Crow Canyon	Crow Canyon Specific Plan—Residential Overlay	Mixed Use	22 to 50 du/ac	0.8	Per Specific Plan	Mini-Storage	Yes	None
	208-250-061	North of Purdue Road	Crow Canyon	Crow Canyon Specific Plan—Residential Overlay	Mixed Use	22 to 50 du/ac	0.8	Per Specific Plan	Mini-Storage	Yes	None
	208-250-062	North of Purdue Road	Crow Canyon	Crow Canyon Specific Plan—Residential Overlay	Mixed Use	22 to 50 du/ac	0.2	Per Specific Plan	Religious Assembly	Yes	None
	208-250-073	North of Purdue Road	Crow Canyon	Crow Canyon Specific Plan—Residential Overlay	Mixed Use	22 to 50 du/ac	0.9	Per Specific Plan	Office/Warehouse	Yes	None
	208-250-083	North of Purdue Road	Crow Canyon	Crow Canyon Specific Plan—Residential Overlay	Mixed Use	22 to 50 du/ac	0.65	Per Specific Plan	Office	Yes	None
	208-250-086	North of Purdue Road	Crow Canyon	Crow Canyon Specific Plan—Residential Overlay	Mixed Use	22 to 50 du/ac	0.7	Per Specific Plan	Mini-Storage	Yes	None
	208-250-087	North of Purdue Road	Crow Canyon	Crow Canyon Specific Plan—Residential Overlay	Mixed Use	22 to 50 du/ac	0.3	Per Specific Plan	Auto Repair	Yes	None

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<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infrastructure Capacity</i>	<i>Environmental Constraints</i>
	208-250-088	North of Purdue Road	Crow Canyon	Crow Canyon Specific Plan—Residential Overlay	Mixed Use	22 to 50 du/ac	0.6	Per Specific Plan	Office	Yes	None
	208-260-055	North of Purdue Road	Crow Canyon	Crow Canyon Specific Plan—Residential Overlay	Mixed Use	22 to 50 du/ac	5.75	Per Specific Plan	Mini-Storage	Yes	None
	208-660-001	North of Purdue Road	Crow Canyon	Crow Canyon Specific Plan—Residential Overlay	Mixed Use	22 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	208-660-007	North of Purdue Road	Crow Canyon	Crow Canyon Specific Plan—Residential Overlay	Mixed Use	22 to 50 du/ac	0.8	Per Specific Plan	Office	Yes	None
	Site #1 Total					Average 22 du/ac	16.8	155 per Specific Plan			
2	208-260-036	Intersection of Deerwood Road/Omega Road Core	Crow Canyon	Crow Canyon Specific Plan—Village Center Mixed Use	Mixed Use	22 to 50 du/ac (0.40 to 1.25 FAR)	0.7	Per Specific Plan	Commercial Service—Landscape Materials	Yes	None
	208-260-052	Intersection of Deerwood Road/Omega Road Core	Crow Canyon	Crow Canyon Specific Plan—Village Center Mixed Use	Mixed Use	22 to 50 du/ac (0.40 to 1.25 FAR)	2.2	Per Specific Plan	Commercial Service—Landscape Materials	Yes	None
	208-260-053	Intersection of Deerwood Road/Omega Road Core	Crow Canyon	Crow Canyon Specific Plan—Village Center Mixed Use	Mixed Use	22 to 50 du/ac (0.40 to 1.25 FAR)	0.3	Per Specific Plan	Auto Repair	Yes	None

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<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infra-structure Capacity</i>	<i>Environ-mental Constraints</i>
	208-260-056	Intersection of Deerwood Road/Omega Road Core	Crow Canyon	Crow Canyon Specific Plan—Village Center Mixed Use	Mixed Use	22 to 50 du/ac (0.40 to 1.25 FAR)	1.9	Per Specific Plan	Warehouse	Yes	None
2	208-271-003	Intersection of Deerwood Road/Omega Road Core	Crow Canyon	Crow Canyon Specific Plan—Village Center Mixed Use	Mixed Use	22 to 50 du/ac (0.40 to 1.25 FAR)	0.95	Per Specific Plan	Retail—Produce Stand	Yes	Creek along rear of property
	208-271-018	Intersection of Deerwood Road/Omega Road Core	Crow Canyon	Crow Canyon Specific Plan—Village Center Mixed Use	Mixed Use	22 to 50 du/ac (0.40 to 1.25 FAR)	0.2	Per Specific Plan	Undeveloped	Yes	Creek runs north of property
	208-271-019	Intersection of Deerwood Road/Omega Road Core	Crow Canyon	Crow Canyon Specific Plan—Village Center Mixed Use	Mixed Use	22 to 50 du/ac (0.40 to 1.25 FAR)	0.2	Per Specific Plan	Vacant and Undeveloped	Yes	None
	208-271-021	Intersection of Deerwood Road/Omega Road Core	Crow Canyon	Crow Canyon Specific Plan—Village Center Mixed Use	Mixed Use	22 to 50 du/ac (0.40 to 1.25 FAR)	1.1	Per Specific Plan	Religious Assembly	Yes	Creek along rear of property
	208-271-022	Intersection of Deerwood Road/Omega Road Core	Crow Canyon	Crow Canyon Specific Plan—Village Center Mixed Use	Mixed Use	22 to 50 du/ac (0.40 to 1.25 FAR)	1.0	Per Specific Plan	Office and Religious Assembly	Yes	None
	208-271-025	Intersection of Deerwood Road/Omega Road Core	Crow Canyon	Crow Canyon Specific Plan—Village Center Mixed Use	Mixed Use	22 to 50 du/ac (0.40 to 1.25 FAR)	0.17	Per Specific Plan	Animal Services	Yes	None

Housing

<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infra-structure Capacity</i>	<i>Environmental Constraints</i>
	208-271-041	Intersection of Deerwood Road/Omega Road Core	Crow Canyon	Crow Canyon Specific Plan—Village Center Mixed Use	Mixed Use	22 to 50 du/ac (0.40 to 1.25 FAR)	2.6	Per Specific Plan	Retail—Restaurant and Vacant	Yes	Creek culverted on property; creek daylight south of property
2	208-451-001	Intersection of Deerwood Road/Omega Road Core	Crow Canyon	Crow Canyon Specific Plan—Village Center Mixed Use	Mixed Use	22 to 50 du/ac (0.40 to 1.25 FAR)	0.75	Per Specific Plan	Undeveloped	Yes	None
	208-451-002	Intersection of Deerwood Road/Omega Road Core	Crow Canyon	Crow Canyon Specific Plan—Village Center Mixed Use	Mixed Use	22 to 50 du/ac (0.40 to 1.25 FAR)	0.75	Per Specific Plan	Vacant	Yes	None
	208-452-005	Intersection of Deerwood Road/Omega Road Core	Crow Canyon	Crow Canyon Specific Plan—Village Center Mixed Use	Mixed Use	22 to 50 du/ac (0.40 to 1.25 FAR)	2.8	Per Specific Plan	Retail—Shopping Center	Yes	None
	Site #2 Total					Average 22 du/ac	15.6	344 per Specific Plan			
3	208-260-037	Deerwood/Old Crow Canyon	Crow Canyon	Crow Canyon Specific Plan—Residential Overlay	Mixed Use	22 to 50 du/ac	2.9	Per Specific Plan	Mini-Storage	Yes	None
	208-260-054	Deerwood/Old Crow Canyon	Crow Canyon	Crow Canyon Specific Plan—Residential Overlay	Mixed Use	22 to 50 du/ac	2.5	Per Specific Plan	Warehouse	Yes	None
	208-260-056	Deerwood/Old Crow Canyon	Crow Canyon	Crow Canyon Specific Plan—Residential Overlay	Mixed Use	22 to 50 du/ac	3.4	Per Specific Plan	Warehouse	Yes	None

Housing

<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infra-structure Capacity</i>	<i>Environ-mental Constraints</i>
	Site #3 Total					Average 26.8 du/ac	8.8	236 per Specific Plan			
4	208-280-009	Ryan Industrial Court	Crow Canyon	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	1.1	16	Meeting Facility, Business Support, Office and Commercial Services	Yes	None
	208-280-014	Ryan Industrial Court	Crow Canyon	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	1.0	14	Office	Yes	None
	208-280-015	Ryan Industrial Court	Crow Canyon	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	0.9	13	Office and Studio Use	Yes	None
	208-280-016	Ryan Industrial Court	Crow Canyon	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	1.3	18	Office	Yes	None
	208-280-017	Ryan Industrial Court	Crow Canyon	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	1.5	21	Residential and Live/Work Units— Under Construction	Yes	None

Housing

<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infra-structure Capacity</i>	<i>Environmental Constraints</i>
	208-280-018	Ryan Industrial Court	Crow Canyon	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	1.5	21	Residential and Live/Work Units— Under Construction	Yes	None
	Site #4 Total					Average 14 du/ac	7.3	103			
5	218-111-001	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.7	Per Specific Plan	Commercial Service— Auto Repair	Yes	None
	218-111-003	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	2.7	Per Specific Plan	Commercial Service— School Corporation Yard	Yes	None
	218-111-004	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.7	Per Specific Plan	Commercial Service— School Corporation Yard	Yes	None
	218-111-008	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.0	Per Specific Plan	Commercial Service— Carwash	Yes	None
	218-111-012	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.4	Per Specific Plan	Commercial Service— Auto Repair	Yes	None

Housing

<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infra-structure Capacity</i>	<i>Environ-mental Constraints</i>
5	218-111-013	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.2	Per Specific Plan	Undeveloped	Yes	None
	218-111-016	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.9	Per Specific Plan	Commercial Service—Auto Repair	Yes	None
	218-111-018	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	2.5	Per Specific Plan	Mini-Storage	Yes	None
	218-111-019	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.4	Per Specific Plan	Commercial Service—Auto Repair	Yes	None
	218-111-020	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.0	Per Specific Plan	Retail—Shopping Center	Yes	None
	218-111-021	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.9	Per Specific Plan	Retail—Shopping Center	Yes	None
	218-112-001	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.9	Per Specific Plan	Financial Services	Yes	None
	218-112-004	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.4	Per Specific Plan	Office, Commercial Service and Studio	Yes	None
	218-112-005	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	2.0	Per Specific Plan	Office, Commercial Service and Studio	Yes	None

Housing

<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infra-structure Capacity</i>	<i>Environ-mental Constraints</i>
	218-112-011	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.7	Per Specific Plan	Office	Yes	None
	218-112-012	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	3.2	Per Specific Plan	Office	Yes	None
5	218-112-013	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	3.8	Per Specific Plan	Hotel	Yes	None
	218-112-014	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	2.9	Per Specific Plan	Retail— Office Supplies	Yes	None
	218-102-011	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	3.0	Per Specific Plan	Retail— Shopping Center	Yes	None
	218-102-012	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.4	Per Specific Plan	Retail— Shopping Center	Yes	None
	218-102-013	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.0	Per Specific Plan	Retail— Shopping Center	Yes	None
	218-101-004	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	5.2	Per Specific Plan	Office	Yes	Adjacent to freeway. Possible noise and air quality issues.

Housing

<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infra-structure Capacity</i>	<i>Environmental Constraints</i>
5	218-101-007	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.5	Per Specific Plan	Service Station	Yes	Adjacent to freeway. Possible noise and air quality issues.
	218-101-008	Camino Ramon/Fostoria	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	7.1	Per Specific Plan	Office	Yes	Adjacent to freeway. Possible noise and air quality issues.
	Site #5 Total					Average 20 du/ac	47.9*	149 per the Specific Plan			
6	213-010-033	Camino Ramon/The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	2.1	Per Specific Plan	Retail— Shopping Center	Yes	Adjacent to arterial road
	213-010-036	Camino Ramon/The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.6	Per Specific Plan	Retail— Shopping Center	Yes	Adjacent to arterial road
	213-010-037	Camino Ramon/The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.5	Per Specific Plan	Retail— Shopping Center	Yes	Adjacent to arterial road
	213-010-046	Camino Ramon/The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.9	Per Specific Plan	Office	Yes	Adjacent to freeway
	213-010-047	Camino Ramon/The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.9	Per Specific Plan	Office	Yes	None
	213-010-052	Camino Ramon/The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	3.3	Per Specific Plan	Office	Yes	Adjacent to freeway

Housing

<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infra-structure Capacity</i>	<i>Environ-mental Constraints</i>
6	213-010-053	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.1	Per Specific Plan	Retail— Shopping Center	Yes	Adjacent to arterial road
	213-010-054	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.5	Per Specific Plan	Retail— Shopping Center	Yes	Adjacent to arterial road
	213-010-055	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.3	Per Specific Plan	Retail— Shopping Center	Yes	Adjacent to arterial road
	213-010-057	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	3.9	Per Specific Plan	Retail— Shopping Center	Yes	Adjacent to arterial road
	213-010-058	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1	Per Specific Plan	Retail— Shopping Center	Yes	Adjacent to arterial road
	213-010-059	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.4	Per Specific Plan	Office	Yes	None
	213-010-060	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.9	Per Specific Plan	Office	Yes	None
	213-010-064	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	3.9	Per Specific Plan	Retail— Shopping Center	Yes	Adjacent to arterial road
	213-010-065	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.2	Per Specific Plan	Retail— Shopping Center	Yes	Adjacent to arterial road
	213-010-039	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.3	Per Specific Plan	Retail— Shopping Center	Yes	Adjacent to arterial road

Housing

<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infra-structure Capacity</i>	<i>Environ-mental Constraints</i>
6	213-010-066	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.1	Per Specific Plan	Retail— Shopping Center	Yes	Adjacent to arterial road
	213-010-067	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.8	Per Specific Plan	Retail— Shopping Center	Yes	Adjacent to arterial road
	213-010-068	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.1	Per Specific Plan	Retail— Shopping Center	Yes	Adjacent to arterial road
	213-010-069	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.9	Per Specific Plan	Retail— Shopping Center	Yes	Adjacent to arterial road
	213-010-070	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.7	Per Specific Plan	Retail— Shopping Center	Yes	Adjacent to arterial road
	213-131-001	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	5.6	Per Specific Plan	Office	Yes	None
	213-270-001	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-270-002	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-270-003	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-270-004	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
213-270-005	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None	

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<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infra-structure Capacity</i>	<i>Environ-mental Constraints</i>
6	213-131-006	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-270-007	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-270-008	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-270-009	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-270-010	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-270-011	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-270-012	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-270-013	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-270-014	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-270-015	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-270-016	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None

Housing

<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infra-structure Capacity</i>	<i>Environ-mental Constraints</i>
6	213-270-017	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-131-018	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.2	Per Specific Plan	Office	Yes	None
	213-270-019	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-270-020	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-270-021	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-270-022	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.2	Per Specific Plan	Office	Yes	None
	213-270-023	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-270-024	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-270-025	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-270-026	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-270-027	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None

Housing

<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infra-structure Capacity</i>	<i>Environ-mental Constraints</i>
6	213-270-028	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-270-029	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.1	Per Specific Plan	Office	Yes	None
	213-270-030	Camino Ramon/ The Commons	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	9.4	Per Specific Plan	Office	Yes	None
	213-131-001	Camino Ramon/ The Commons	Bishop Ranch	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	7.6	Per Specific Plan	Office	Yes	Adjacent to freeway
	213-131-006	Camino Ramon/ The Commons	Bishop Ranch	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	16.5	Per Specific Plan	Fitness Center	Yes	None
	213-131-007	Camino Ramon/ The Commons	Bishop Ranch	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	7.4	Per Specific Plan	Light Industrial/ Warehouse	Yes	None
	213-131-008	Camino Ramon/ The Commons	Bishop Ranch	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	3.7	Per Specific Plan	Medical Office	Yes	None
	213-131-009	Camino Ramon/ The Commons	Bishop Ranch	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	5.8	Per Specific Plan	Light Industrial/ Warehouse	Yes	None
	Site #6 Total					Average 20 du/ac	89.1*	293 per the Specific Plan			
7	213-011-002	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.7	Per Specific Plan	Parking Lot	Yes	Adjacent to arterial road
	213-011-003	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	10.7	Per Specific Plan	Office and Learning Center	Yes	None

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<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infra-structure Capacity</i>	<i>Environ-mental Constraints</i>
7	213-011-005	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.9	Per Specific Plan	Office and Financial Institution	Yes	Adjacent to arterial road
	213-011-006	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.6	Per Specific Plan	Parking Lot	Yes	Adjacent to arterial road
	213-020-015	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.8	Per Specific Plan	Commercial Service— Building Materials	Yes	None
	213-020-016	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.7	Per Specific Plan	Commercial Service— Auto Repair, Office, and Building Materials	Yes	None
	213-020-017	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.7	Per Specific Plan	Commercial Service— Office and Building Materials	Yes	None
	213-020-031	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.1	Per Specific Plan	Light Industrial/ Office	Yes	None
	213-020-032	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.1	Per Specific Plan	Light Industrial/ Office	Yes	None

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<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infra-structure Capacity</i>	<i>Environ-mental Constraints</i>
7	213-020-033	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.2	Per Specific Plan	Light Industrial/ Office	Yes	None
	213-020-038	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.6	Per Specific Plan	Commercial —Auto Repair and Studio	Yes	None
	213-020-039	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.6	Per Specific Plan	Commercial —Auto Repair and Studio	Yes	None
	213-020-045	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	4.3	Per Specific Plan	Post Office	Yes	None
	213-020-046	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	4.6	Per Specific Plan	Office and Religious Assembly	Yes	None
	213-020-053	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.3	Per Specific Plan	Parking Lot	Yes	Adjacent to arterial roadway
	213-020-054	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	2.7	Per Specific Plan	Parking Lot	Yes	None
	213-020-056	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	3.5	Per Specific Plan	Office, Warehouse, and Storage	Yes	None

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<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infrastructure Capacity</i>	<i>Environmental Constraints</i>
7	213-131-003	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	11.1	Per Specific Plan	Medical Office	Yes	None
	213-930-001	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.6	Per Specific Plan	Multi-Family Residential	Yes	None
	213-930-002	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.2	Per Specific Plan	Multi-Family Residential	Yes	None
	213-930-003	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.9	Per Specific Plan	Multi-Family Residential	Yes	None
	213-930-004	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	0.5	Per Specific Plan	Multi-Family Residential	Yes	None
	213-930-005	Camino Ramon/Norris Canyon	Crow Canyon	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	1.1	Per Specific Plan	Commercial Office	Yes	None
	Site #7 Total					Average 20 du/ac	61.8*	300 per the Specific Plan			
8	213-133-048	Camino Ramon/ Executive Parkway	Bishop Ranch	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	31.0	Per Specific Plan	Office	Yes	None
	213-133-051	Camino Ramon/ Executive Parkway	Bishop Ranch	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	29.9	Per Specific Plan	Warehouse and Undeveloped	Yes	None

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<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infra-structure Capacity</i>	<i>Environ-mental Constraints</i>
	213-133-070	Camino Ramon/ Executive Parkway	Bishop Ranch	North Camino Ramon Specific Plan	Mixed Use	20 to 50 du/ac	2.8	Per Specific Plan	Animal Services	Yes	Adjacent to freeway
	Site #8 Total					Average 20 du/ac	65.5*	382 per the Specific Plan			
9	213-133-063	Bollinger Canyon/ Camino Ramon	Bishop Ranch	City Center Mixed Use	Mixed Use	up to 1.35 FAR	14.6	274	Office	Yes	None
	213-133-086	Bollinger Canyon/ Camino Ramon	Bishop Ranch	City Center Mixed Use	Mixed Use	up to 1.35 FAR	11.3	213	Undeveloped	Yes	None
	Site #9 Total					Average 18.8 du/ac	25.9	487			
10	213-133-071	Bishop Ranch/ Camino Ramon	Bishop Ranch	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	1.3	18	Transit Center	Yes	None
	213-133-080	Bishop Ranch/ Camino Ramon	Bishop Ranch	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	3.4	48	Parking Structure	Yes	None
	213-133-081	Bishop Ranch/ Camino Ramon	Bishop Ranch	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	4.0	56	Office	Yes	None

Housing

<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infra-structure Capacity</i>	<i>Environ-mental Constraints</i>
	213-133-082	Bishop Ranch/Camino Ramon	Bishop Ranch	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	6.0	84	Office	Yes	None
	213-133-083	Bishop Ranch/Camino Ramon	Bishop Ranch	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	6.3	89	Office	Yes	None
	213-133-084	Bishop Ranch/Camino Ramon	Bishop Ranch	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	3.4	48	Office	Yes	None
	213-133-085	Bishop Ranch/Camino Ramon	Bishop Ranch	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	5.0	70	Parking Structure	Yes	None
	Site #10 Total					Average 14 du/ac	29.5	413			
11	213-133-089	BR-2600	Bishop Ranch	Administrative Office	City Center Mixed Use	22 to 50 du/ac (up to 1.35 FAR)	0.29	0	Office	N/A	None
	213-133-090	BR-2600	Bishop Ranch	Administrative Office	City Center Mixed Use	22 to 50 du/ac (up to 1.35 FAR)	0.16	0	Office	N/A	None
	213-133-091	BR-2600	Bishop Ranch	Administrative Office	City Center Mixed Use	22 to 50 du/ac (up to 1.35 FAR)	0.03	0	Office	N/A	None

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<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infra-structure Capacity</i>	<i>Environmental Constraints</i>
11	213-133-092	BR-2600	Bishop Ranch	Administrative Office	City Center Mixed Use	22 to 50 du/ac (up to 1.35 FAR)	0.05	0	Office	N/A	None
	213-133-093	BR-2600	Bishop Ranch	Administrative Office	City Center Mixed Use	22 to 50 du/ac (up to 1.35 FAR)	14.17	0	Office	N/A	None
	213-133-096	Camino Ramon/ Executive Parkway	Bishop Ranch	Administrative Office	City Center Mixed Use	22 to 50 du/ac (up to 1.35 FAR)	71.9	657	Office	Yes	None
	213-133-097	Camino Ramon/ Executive Parkway	Bishop Ranch	Administrative Office	City Center Mixed Use	22 to 50 du/ac (up to 1.35 FAR)	14.0	125	Office	Yes	None
	Site #11 Total					Average 34 du/ac	100	782			
12	213-701-002	Marketplace	Southern San Ramon	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	12.4	171	Retail— Shopping Center	Yes	Adjacent to arterial road
12	213-701-003	Marketplace	Southern San Ramon	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	0.7	9	Library	Yes	Adjacent to arterial road
	213-701-004	Marketplace	Southern San Ramon	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	3.6	48	Retail— Shopping Center	Yes	Adjacent to arterial road
	213-702-002	Marketplace	Southern San Ramon	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	2.8	38	Hotel	Yes	Adjacent to arterial road

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<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infrastructure Capacity</i>	<i>Environmental Constraints</i>
	213-702-003	Marketplace	Southern San Ramon	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	1	13	Gas Station	Yes	Adjacent to arterial road
	213-702-004	Marketplace	Southern San Ramon	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	1.1	14	Office	Yes	Adjacent to arterial road
	213-702-006	Marketplace	Southern San Ramon	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	1	13	Preschool	Yes	Adjacent to arterial road
	213-702-007	Marketplace	Southern San Ramon	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	4	56	Retail— Shopping Center	Yes	Adjacent to arterial road
	213-702-008	Marketplace	Southern San Ramon	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	0.2	2	Retail— Shopping Center	Yes	Adjacent to arterial road
	Site #12 Total					Average 14 du/ac	26	364			
13	210-520-051	Country Club Village	Southern San Ramon	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	2.5	35	Retail— Shopping Center	Yes	None
	210-520-052	Country Club Village	Southern San Ramon	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	4.9	68	Retail— Shopping Center	Yes	None
	210-520-053	Country Club Village	Southern San Ramon	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	0.7	10	Retail— Shopping Center	Yes	None

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<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infrastructure Capacity</i>	<i>Environmental Constraints</i>
	210-520-054	Country Club Village	Southern San Ramon	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	1.22	17	Retail—Shopping Center	Yes	None
	210-520-055	Country Club Village	Southern San Ramon	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	0.7	10	Retail—Shopping Center	Yes	None
	210-520-056	Country Club Village	Southern San Ramon	Mixed Use	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	0.8	10	Retail—Shopping Center	Yes	None
	Site #13 Total					Average 14 du/ac	10.7	150			
14	210-260-054	Alcosta/Fircrest	Southern San Ramon	Mixed Use/Senior Housing	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	0.8	11	Office	Yes	Limited to senior housing
	210-260-055	Alcosta/Fircrest	Southern San Ramon	Mixed Use/Senior Housing	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	0.6	8	Office	Yes	Limited to senior housing
	210-260-056	Alcosta/Fircrest	Southern San Ramon	Mixed Use/Senior Housing	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	0.4	6	Office	Yes	Limited to senior housing
	210-260-057	Alcosta/Fircrest	Southern San Ramon	Mixed Use/Senior Housing	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	1	14	Office	Yes	Limited to senior housing
	210-260-058	Alcosta/Fircrest	Southern San Ramon	Mixed Use/Senior Housing	Mixed Use	14 to 30 du/ac (up to 0.7 FAR)	0.9	13	Undeveloped	Yes	Limited to senior housing

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<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infra-structure Capacity</i>	<i>Environ-mental Constraints</i>
	Site #14 Total					Average 14 du/ac	3.7	52			
15	210-520-031	Alcosta/Kimball	Southern San Ramon	Multiple Family - Very High Density	Multi-Family VH	30 to 50 du/ac	1.4	63	Retail— Floral Shop and Vacant— First Interstate Bank	Yes	Corner lot
16	211-040-030	Laborer's	Westside	Westside Specific Plan	Hillside Residential	up to 2 du/ac	7.6	6	Open Space/ Agriculture	None, but within Urban Growth Boundary	Over 500' Elevation, Hillside
17	211-040-030	Laborer's	Westside	Westside Specific Plan	Single Family - Low Med	3 to 6 du/ac	2.7	15	Open Space/ Agriculture	None, but within Urban Growth Boundary	Over 500' Elevation
18	208-240-039	Chu Residential	Bollinger Canyon	Northwest Specific Plan	Hillside Residential	up to 2 du/ac	16	43 per Specific Plan	Open Space/ Agriculture	Condition of map approval	Over 500' Elevation, Hillside, Creeks, Sensitive Habitat
19	Various APNs	Faria	Bollinger Canyon	Northwest Specific Plan	Multi-Family High and Very High	14 to 50 du/ac		Per Specific Plan	Open Space/ Agriculture	Yes, Condition of map approval	Over 500' Elevation, Hillside, Creeks, Sensitive Habitat
	Site #19 Total					Average 23.9 du/ac	17	406 per Specific Plan			

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<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infra-structure Capacity</i>	<i>Environmental Constraints</i>
20	Various APNs	Faria	Bollinger Canyon	Northwest Specific Plan	Hillside Residential	up to 2 du/ac		Per Specific Plan	Open Space/ Agriculture	Yes, Condition of map approval	Over 500' Elevation, Hillside, Creeks, Sensitive Habitat
	Site #20 Total					Average 5.4 du/ac	22.3	121 per Specific Plan			
21	Various APNs	Faria	Bollinger Canyon	Northwest Specific Plan	Medium Density	6 to 14 du/ac		Per Specific Plan	Open Space/ Agriculture	Yes, Condition of map approval	Over 500' Elevation, Hillside, Creeks, Sensitive Habitat
	Site #21 Total					Average 9.2 du/ac	23.2	213 per Specific Plan			
22	211-010-032	Geldermann	Westside	Westside Specific Plan	Hillside Residential	up to 2 du/ac	36	23	Open Space/ Agriculture	None, but within Urban Growth Boundary	Over 500' Elevation, Hillside, Creeks, Sensitive Habitat
	211-010-034	Geldermann	Westside	Westside Specific Plan	Hillside Residential	up to 2 du/ac	26	16	Open Space/ Agriculture	None, but within Urban Growth Boundary	Over 500' Elevation, Hillside, Creeks, Sensitive Habitat
	211-010-035	Geldermann	Westside	Westside Specific Plan	Hillside Residential	up to 2 du/ac	20	13	Open Space/ Agriculture	None, but within Urban Growth Boundary	Over 500' Elevation, Hillside, Creeks, Sensitive Habitat

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<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infra-structure Capacity</i>	<i>Environmental Constraints</i>
	211-020-016	Geldermann	Westside	Westside Specific Plan	Hillside Residential	up to 2 du/ac	23	14	Open Space/ Agriculture	None, but within Urban Growth Boundary	Over 500' Elevation, Hillside, Creeks, Sensitive Habitat
	Site # 22 Total					Average 0.6 du/ac	105	66			
23	Various APNs (79 parcels along Bollinger Canyon Road within Sphere of Influence, but outside urban growth boundary)	Central Bollinger Canyon	Bollinger Canyon	(Pre) Agricultural and Rural Residential in a Resource Conservation Overlay District	Rural Conservation	up to 2 du/ac	184.6 (developable area)	37	Rural Residential, Open Space/ Agriculture, and Parks and Recreation	None and outside Urban Growth Boundary	Over 500' Elevation, Hillside, Creeks, Sensitive Habitat, Williamson Act on some
24	Various APNs	Dougherty Valley	Dougherty Valley	Dougherty Valley Specific Plan	Single Family Low Medium and Medium Density	Average 6 du/ac	125	1,569 per Specific Plan	Vacant, Single Family Low Medium Density Residential, and Medium Density Residential	Yes	Over 500' Elevation, Hillside, Creeks, Sensitive Habitat
25	Various APNs	Dougherty Valley	Dougherty Valley	Dougherty Valley Specific Plan	Mixed Use	Average 16.3 du/ac	27.5	449 per Specific Plan	Vacant, Mixed Use, and Commercial	Yes	Over 500' Elevation, Hillside, Creeks, Sensitive Habitat

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<i>Site</i>	<i>APN</i>	<i>Location</i>	<i>Planning Subarea</i>	<i>Current Zoning Designation</i>	<i>General Plan Designation</i>	<i>Allowable Density</i>	<i>Acres</i>	<i>Realistic Unit Capacity</i>	<i>Existing Land Use</i>	<i>Infra-structure Capacity</i>	<i>Environ-mental Constraints</i>
Total						997 acres	7,198 units				
<p>Note:</p> <p>* Acreage of HOS parcels may not add to total HOS acreage due to rounding of acreage to nearest tenth.</p>											

DETAILED INFORMATION ON OPPORTUNITY SITES' EXISTING USES

Non-Vacant Sites

Site 1: All 13 parcels that make up Site 1 are located in the Crow Canyon Specific Plan Area (2006). An extensive analysis of the opportunities within the Crow Canyon Specific Plan area was published in an "Existing Conditions and Constraints" Report (2003) for the Specific Plan. In the Report, it details what the redevelopment potential of Site 1 is and how/why residential would be viable on the site. For more information on the residential opportunities for this site, refer to the Report. Parcel 208-250-041 is the site of an indoor roller-skating rink which was constructed in 1976. The current property owner is interested in redevelopment of the site and has met with the City to discuss the potential for a residential use. The owner believes that due to the proximity to the recently approved Northwest Specific Plan, a residential use on the parcel would make a good transition between the two Specific Plan areas. Parcel 208-250-058 is the site of an auto repair business whose building was constructed in 1994, but has a 13% lot coverage. Parcel 208-250-060, -061, & -062 are all under the same property ownership. The buildings on parcels 208-250-060 & -061 were constructed in 1996 and are used for self-storage businesses. Parcel -062, which was built in 1980, fronts San Ramon Valley Boulevard and is used as a religious assembly facility. The buildings at parcel 208-250-073 & -083 were constructed in 1982/1983 with a variety of office and warehouse businesses. Approximately 0.7 acre of the site is undeveloped. Parcel 208-250-086 is a mini-storage business whose buildings were constructed in 1999. Parcel 208-250-087 is the site is an auto repair business and was constructed in 1997. Parcel 208-250-088 was redeveloped in 2008 and is the office location of a construction contractor business. Parcel 208-260-055 was redeveloped in 2000 as a mini-storage business. The buildings on parcels 208-660-001 & -007 were constructed in 1985 and are used as office buildings. According to some economic development specialists, most strip/small-scale commercial uses have a life span of 15-20 years.

Site 2: All 14 parcels that make up this site are located in the Crow Canyon Specific Plan Area (2006). An extensive analysis of the opportunities within the Crow Canyon Specific Plan area was published in an "Existing Conditions and Constraints" Report (2003) for the Specific Plan. In the Report, it details what the redevelopment potential of Site 2 is and how/why residential would be viable on the site. For more information on the residential opportunities for this site, refer to the Report. Parcels 208-260-036 & -052 are the locations of an outdoor landscape contractor's supply center. The building was constructed in 1961, but the current property owners do not foresee relocating in the new future. The building at parcel 208-260-053 was built in 1960 and is used as an auto-repair shop. The parcel is landlocked by the landscape contractor's supply center and would be difficult to redevelopment without the support of the adjacent owner. Parcel 208-260-056 was originally built in the early 1960s and is currently used for warehouse and light industrial businesses. The corner portion of this parcel fronts the core area of the Crow Canyon Specific Plan and is underutilized. Through a meeting with the current property owner, they have expressed an interest in its redevelopment. Parcel 208-271-003 is the location of an old produce stand that does not have a permanent structure on-site. The produce stand has expanded over the years and can serve as an amenity to future residential development. Entitlements for parcels 208-271-018 & -019 have been approved recently for a restaurant/office use. The phasing-in of this mix of land uses along with the redevelopment of parcels 208-271-003, -025, & -041 has generated interest in redevelopment of the

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surrounding underdeveloped parcels. The building on parcel 208-271-021 was originally constructed in 1980 and was a recently remodeled for a religious assembly use. Parking requirements currently limit the site's ability to be utilized for intensive commercial uses. The building at parcel 208-271-022 was built in 1980 and is owned by a religious assembly group. The building is used for office and religious assembly purposes. The property owners have met with the City and expressed their willingness to redevelop the site so long as their meeting facility could be accommodated. The building at parcel 208-271-041 was constructed in 1957 and has been vacant on and off for the past several years. The site's current lot coverage is 5%. A restaurant currently operates within the building, but the site is underutilized with a large paved area. The property owner has enlisted the help of several developers to prepare plans to redevelop the site. A concept review for a mixed use development on this parcel with 175 multi-family residential units was presented to the Planning Commission in 2014. Parcels 208-451-001 & -002 are vacant/undeveloped parcels that were owned by the City of San Ramon's Redevelopment Agency until the dissolution of the Agency in 2012. The properties were purchased as "catalyst sites" for spur the implementation of the Crow Canyon Specific Plan. The properties are currently influx waiting for a determination by the Successor Agency on the future ownership of the parcels. Three buildings make up the San Ramon Square Shopping Center at parcel 208-452-005 which was constructed in 1980. Through the development of the Crow Canyon Specific Plan, the owners met with the City and are interested in redevelopment.

Site 3: An extensive analysis of the opportunities within the Crow Canyon Specific Plan area was published in an "Existing Conditions and Constraints" Report (2003) for the Specific Plan. In the Report, it details what the redevelopment potential of site number 3 is and how/why residential would be viable on the site. For more information on the residential opportunities for this site, refer to the Report. Mini-storage was originally constructed on parcel 208-260-037 in 2002. No changes anticipated for this location at this time. Parcels 208-260-054 & portions of -056 were originally built in the early 1960s and are currently used for warehouse and light industrial businesses. The parcels are underutilized and through a meeting with the current property owner, they have expressed an interest in its redevelopment. The Crow Canyon Specific Plan, which was adopted in 2006, would allow for the development of residential units within this area. The two parcels are called out in the Specific Plan as the core area for redevelopment and residential use.

Site 4: The six parcels on Ryan Industrial Court were built in the 1970s and early 1980s. The parcels are home to primarily professional office, meeting facilities, and studios uses. In 2014, two of the six parcels were entitled for 48 for-sale townhomes and live/work units. The site borders the Crow Canyon Specific Plan Area on the east and is surrounded on the north and west by high-density residential and mixed-uses. These properties would work well as a transitional property between existing uses and the Crow Canyon Specific Plan Area. The parcels are zoned Mixed-Use to facilitate residential development.

Site 5: All parcels are located within the North Camino Ramon Specific Plan Area which is designated a Priority Development Area by the Association of Bay Area Governments (ABAG). The North Camino Ramon Specific Plan was completed in 2012 and encourages a combination of retail and residential development within the area. Parcel 218-111-001 was originally constructed in the 1950s was a variety of independent auto repair-related businesses. Parcels 218-111-003 & -004 are owned by the San Ramon Valley Unified

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School District and serves as the District's Corporation Yard. The buildings were constructed in the early 1960s. The "Venture School" vacated a portion of the building in 2007. In meetings with the District, they have expressed interest in relocating the Corporation Yard, but must find a new location within the district for this use. Parcels 218-111-008, -012, -013, -016, -018 & -019 are within the "Trident Plaza" Center. The Center is primarily an auto-service center and is subdivided into 7 parcels with 5 individual property owners. The building at parcel 218-111-018 was built in 1970 while the remaining buildings were constructed in the mid-1990s. The property borders an existing high-density residential development to the north, and a 34-unit Iron Horse Crossing condominium complex across from the Center in the Town of Danville. Recent residential construction in the neighborhood and direct frontage to an arterial road makes this site highly viable for redevelopment. Parcels in the Magnolia Square Shopping Center and the retail, office, and financial institution buildings fronting Crow Canyon Road (parcels 218-111-020, -021, 218-112-001, -004, -005, -011 to -014, 218-102-011 to -013) were built in the early 1980s to 1990s and represent an opportunity for infill development to accommodate residential development close to transit and shopping opportunities. Property owners were contacted during the North Camino Ramon Specific Plan process and were open to the rezoning of their parcels to accommodate mixed use. Parcels 218-101-004, -007, and -008 are adjacent to the freeway with existing office buildings on site, but have large surface parking lots that are underutilized.

Site 6: All parcels are located within the North Camino Ramon Specific Plan Area which is designated a Priority Development Area by the Association of Bay Area Governments (ABAG). The North Camino Ramon Specific Plan was completed in 2012 and encourages a combination of retail and residential development within the area. The office buildings on parcels 213-010-046, -047, 059 and -060 are all owned under the same ownership group and built in the early 1980s. A number of vacancies in the building have led to inquiries related to the redevelopment of the sites. The buildings on parcels 213-010-033, -036, -037, -054, -055, -057, -058, -064, and -065 were all constructed in the 1980s with underutilized surface parking and contains a variety of restaurants and an anchor grocery store. The site is situated along Crow Canyon Road and Camino Ramon and has visibility along I-680. Parcels 213-010-039 and 213-010-066 to -070 are under the same ownership within the Crow Canyon Commons Shopping Center. The single-story buildings were built between 1980 and 1981, with the exception of parcel 213-010-039 which was redeveloped in 2007. The parcels are occupied by small stand-alone buildings that include restaurants and savings & loans businesses. A new traffic signal leading into this development was constructed in 2007 to accommodate the potential for additional traffic circulation into the Center. The current investors of the Shopping Center acquired the buildings in late 2005 and since acquired parcels -039 and -066. The City has discussed with the owner, a premier retail and mixed-use developer, the site's redevelopment opportunities. While the owner has no immediate plans at the present to redevelop the site, they are open to the possibilities that could accompany the development of the approved City Center project. Parcels 213-270-001 through -030 are condominium office buildings under multiple ownerships; assembly of the parcels may be difficult, however, roadway network improvements through these parcels can facilitate mixed used development surrounding these parcels. Parcels 213-131-006, -007, and -009 currently contain light industrial and fitness centers in large warehouse buildings built in the 1980s and early 1990s. Property owners were contacted during the North Camino Ramon Specific Plan process and were open to the rezoning of their parcels to accommodate mixed use.

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Site 7: All parcels are located within the North Camino Ramon Specific Plan Area which is designated a Priority Development Area by the Association of Bay Area Governments (ABAG). The North Camino Ramon Specific Plan was completed in 2012 and encourages a combination of retail and residential development within the area. The buildings on parcel 213-131-003 were built in 1981/1982 within the Bishop Ranch Business Park with primarily professional medical office uses. Current lot coverage is 30%. Location is at the corner of Camino Ramon and Norris Canyon Road and borders the Iron Horse Regional Trail. During the North Camino Ramon Specific Plan process, the City met with the Business Park property owner. They are supportive of the Plan's mixed use principles and its redevelopment opportunities within the Business Park, including this site. Parcels 213-011-002 and -003 is the site of the PG&E Learning Center and serves as a training center for PG&E employees and already includes accommodations for overnight stays and on-site meal service. There are large portions of the parking lot that is underutilized. Parcels 213-011-005 and -006 contain an office building with surface parking at the corner of a major arterial road. Redevelopment on a portion of the parcels may be possible due to the proximity to services and amenities on Crow Canyon Road. In 2011, the Park Central (aka St. James Mixed Use Development) was approved for 116 ownership residential condominiums and a commercial building as part of their mixed use development. The site was formerly used as a cement plant and was subdivided into parcel 213-930-001 to -005. With this recent residential development built at a density of 22 du per acre, it has the potential to spur higher density residential development in this area. Parcels along Alcosta Boulevard (213-020-031 to -033, -038, -039, -045, -046, -053, and -054) were built in the late 1970s/early 1980s and have a mix of uses with ongoing vacancies through the light industrial buildings. The two office buildings closer to Crow Canyon Road have large, surface parking lots that is lower than the arterial roadway which provides a buffer for potential mixed use development. Property owners were contacted during the North Camino Ramon Specific Plan process and were open to the rezoning of their parcels to accommodate mixed use.

Site 8: All parcels are located within the North Camino Ramon Specific Plan Area which is designated a Priority Development Area by the Association of Bay Area Governments (ABAG). The North Camino Ramon Plan was completed in 2012 and encourages a combination of retail and residential development within the area. Parcel 213-133-051 include an auto parts warehouse building and an undeveloped, vacant parcel with frontage along Norris Canyon Road; adjacent to existing office and light industrial uses. The building utilizes just 19% of the 29.9 acre parcel. Parcel 213-133-048 contains three office buildings built in the mid-1980s. During the North Camino Ramon Specific Plan process, the City met with the Business Park property owner in which the buildings are located. They are supportive of the Plan's mixed use principles and its redevelopment opportunities within the Business Park. A veterinary service is located on parcel 213-133-070, which is adjacent to the freeway, but can provide services that are necessary to those that live in mixed use zone.

Site 9: This site is in the City Center Priority Development Area as designated by the Association of Bay Area Governments (ABAG) and is the location of the approved City Center project which is partially undeveloped but has four existing professional office buildings which were built in 1983. The project would demolish the existing structures and replace with a variety of retail, office and a 487-unit multi-family housing development.

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Site 10: This site is in the City Center Priority Development Area as designated by the Association of Bay Area Governments (ABAG) and within the Bishop Ranch Business Park. Parcel 213-133-071 is owned by the City and is the location of the Bishop Ranch Transit Center. The City is currently working on relocating the Transit Center within the North Camino Ramon Plan Area, allowing an opportunity to redevelop the property. Parcels 213-133-080 and -085 are parking structures that serve the Bishop Ranch Business Park. Parcels 213-133-081 through -084 are office buildings that were constructed in the late 1990s with surface parking fronting Camino Ramon that has potential for infill.

Site 11: Located in the City Center Priority Development Area as designated by the Association of Bay Area Governments (ABAG), this 100-acre property is composed of seven parcels owned by Sunset Development Corporation. The property is currently developed with 2,000,000 square feet of office space and associated parking facilities, constructed in the 1980s with approximately 43% lot coverage. Five of the parcels (APNs 213133089, 090, 091, 092 and 093) contain the existing office building, while the remaining two parcels (APNs 213133096 and 097) contain large surface parking lots located at the northwest, northeast and southeast corners of the property. These surface parking lots represent opportunities for redevelopment, particularly given the proximity of City Center Bishop Ranch, a new regional commercial/retail complex slated to open in November 2018. The surface parking lots cover an area of approximately 23 acres, and a site capacity analysis (see Appendix 11-F) has indicated that they could accommodate over 800 residential units, together with circulation, parking for each unit, and shared open space. At an average density of between 34 and 36 dwelling units per acre, a variety of housing types could be constructed to achieve the 800 units, including town homes with tuck under parking; three-story multi-family podium-construction buildings with a common garage; and four-story multi-family buildings “wrapped” around a core parking structure. Sunset Development Corporation recognized that the City Center project would be the impetus for redevelopment in the area and has expressed interest in working with the City on future residential development opportunities in the current planning period.

Site 12: This site is in the City Center Priority Development Area as designated by the Association of Bay Area Governments (ABAG). This site is comprised of nine parcels under the ownership of eight individual property owners. Parcel 213-701-002 & 213-701-004 make up the Marketplace Shopping Center which was built in 1988 with a 23% lot coverage. The Center is anchored by a grocery store and a variety of restaurant businesses. Parcel 213-701-003 is a library site owned by the City of San Ramon. Parcels 213-703-002, -003, -004, -006, -007, & -008 were all built in the late 1980s/early 1990s and make up another shopping complex. The Complex has an approximately 32% lot coverage and is made up of a retail hardware store, an extended stay hotel, gas station, professional offices and personal services businesses. A major tenant in the complex is considering relocating. The site is adjacent to the Iron Horse Regional Trail, Bollinger Canyon Road, and the approved City Center Mixed Use Project. Since the rezone of the site from a commercial to a mixed use zone in August 2006, the City has met with at least one of the site’s property management companies to discuss additional development opportunities. The company recognized that the City Center project would be the impetus for redevelopment of the neighborhood and would be interested in working with the City on future mixed-use development opportunities.

Housing

Site 13: This site is located along Alcosta Boulevard and the Iron Horse Regional Trail and is comprised of six parcels that make up the Country Club Village Shopping Center. The Center was originally developed in 1995 with excess and underutilized surface parking. Lot coverage is approximately 24%. In recent years, there have been a number of leased spaces with a high turnover rate, signaling a potential for redevelopment opportunities. In 2008, the major grocery anchor of the Center closed down, leaving a 50,000 sq. ft. vacant space available for several months. The City met with the property management company to discuss use and development options including the possibilities of adding a residential component to the site. Since that meeting, the grocery space has been subleased to a different grocer. While this opportunity site is not a required site to meet the City's RHNA obligation, adding residential units to the Center would bring greater viability to the businesses on site.

Site 14 The site is comprised of five parcels—four office buildings on four of the parcels and one parcel that is undeveloped and was rezoned in 2006 from limited office to mixed-use with a senior housing overlay. The buildings were built in the early 1970s and are currently used as a mixture of professional offices and learning studios. The site is located along Alcosta Boulevard and is adjacent to the Sunny Glen Senior Community area. The site is within walking distance to neighborhood-serving businesses, bus transit, and senior center. A residential land developer recently acquired one of the five parcels for a senior housing development project.

Site 15: The property has one existing building on two parcels—one parcel is vacant and one has a 300 sq.-ft. building used as a floral shop. Since rezoning of the property in August 2006 to Very High Density Residential, the property was purchased by a local residential housing developer and subsequently purchased by the City's Redevelopment Agency. Due to the dissolution of the Redevelopment Agency, the property is currently in flux waiting for a determination by the Successor Agency. The property is located adjacent to neighborhood-serving businesses, bus service, and Interstate 680. An intensive residential development would fit in appropriately with the bordering medium- and high-density residential complexes.

Vacant Sites

Site 16: The site is undeveloped, vacant land within the City's Westside Specific Plan area. The City re-designated these properties to a "Hillside Residential" land use in 2002 at the request of the property owner and has since met with them to discuss their development plans. A residential development application was filed in 2011 called the Iron Gate Ranch, however due to the downturn in the economy, the application was withdrawn.

Site 17: The site is undeveloped, vacant land within the City's Westside Specific Plan area and is designated a "Single-Family—Low/Medium Density" land use. The City met with the property owners to discuss their residential development plans. A residential development application was filed in 2011 called the Iron Gate Ranch, however due to the downturn in the economy, the application was withdrawn.

Site 18: The Chu property is within the Northwest Specific Plan which was approved in 2006. Based on the plan, the undeveloped, vacant site could accommodate 43 units.

Sites 19, 20, and 21: The Faria Preserve Development within the Northwest Specific Plan was approved in 2006 for the development of 786 dwelling units on undeveloped, vacant

Housing

farmland. In 2014, a development plan amendment was approved by the City for 740 units, with 28% of the units dedicated for affordable households. In 2016, the voter-sponsored “Faria Preserve Development Reduction, Open Space Protection, and Workforce Housing Endowment Initiative” (“Initiative”) was adopted to allow a reduction in the overall density and maximum number of dwelling units in the Faria Preserve from 740 to 618 by reducing the maximum number of dwelling units within Neighborhood V from 302 to 180 (with a maximum density of 18 units per acre). This reduction in residential development density would be accomplished by (1) changing the housing type within Neighborhood V from higher density rental units to lower density, for-sale attached, units; and (2) instead of constructing affordable housing on-site, allowing the developer to contribute into a workforce housing endowment fund for the purpose of facilitating affordable housing in San Ramon.

This reduction in density and unit count in the NWSP such that the total unit count within Neighborhood V decreases from 302 apartment units to a maximum of 180 market-rate, age-targeted, for-sale units would be allowed to occur so long as the developer elects to contribute into a fund established by the City for the purpose of facilitating affordable housing, instead of constructing affordable housing on-site. Specifically, the developer would pay a fee to the City in the amount of Fifty Thousand Dollars (\$50,000) per unit developed within Neighborhood V. The maximum amount of this fee for the developer of Neighborhood V is Nine Million Dollars (\$9M) (180 units x \$50,000). The fee shall be paid on a pro rata basis over the number of market-rate for-sale units built within Neighborhood V, and the payments shall commence no sooner than the date of the first close of escrow of each market-rate for-sale residential unit within Neighborhood V.

The City may use the above-referenced funds, in its discretion, to fund a variety of programs intended to facilitate affordable housing. By way of example only, these programs could include, among others, partnering with non-profit developers to transfer and/or construct deed-restricted affordable units; purchase and rehabilitation of existing developments for deed-restricted affordable housing; preservation and replacement options to preserve existing affordable housing stock; purchasing affordability covenants; and/or providing financial support for rental subsidies, down payment assistance, and housing rehabilitation loan services and grant program for eligible households. The foregoing list of potential measures is intended to be illustrative only, and is not intended to constrain the City’s discretion in determining the appropriate way to allocate this funding so long as such funding is used for the purpose of facilitating affordable housing.

Site 22: Four parcels make up the Geldermann site (site no. 24), all of which is currently undeveloped, vacant land within the City’s Westside Specific Plan area. The City re-designated these properties to a “Hillside Residential” land use in 2002 at the request of the property owner and has since met with them to discuss their residential development plans.

Site 23: Site encompasses approximately 79 rural parcels of low-intensity uses that border Bollinger Canyon Road north of the current City limit line.

Sites 24 and 25: The Dougherty Valley area was originally used as agricultural/vacant farmland prior to the approval of the Dougherty Valley Specific Plan in the early 1990s. Of the total 11,000 units approved for the project, approximately 2,000 units remain to be built, all of which is vacant.

Appendix 11-F

Site 11 Capacity Analysis

PURPOSE

Appendix 11-F was prepared to demonstrate that there is sufficient capacity on Site 11 identified in Figure 11-8 and listed in Table 11-32 to accommodate 782 housing units. The analysis presented in this appendix has informed development of a new City Center Mixed Use designation for the General Plan, including an appropriate FAR and residential density range, as well as an update of the Housing Inventory Opportunity Sites Map and narrative of the Housing Element.

METHODOLOGY AND ASSUMPTIONS

Bounded by Executive Parkway, Camino Ramon, Bollinger Canyon Road, and I-680, Site 11 (BR-2600) has several large surface parking areas. Using field work, aerial maps and parcel data, Dyett & Bhatia developed simple development profiles on portions of three BR-2600 surface parking areas that could accommodate housing, consistent with City objectives to promote a vibrant mix of uses in the core area of San Ramon:

- The northwest quadrant at the corner of Bishop Drive and Executive Parkway;
- The northeast quadrant at the corner of Executive Parkway and Camino Ramon;
- The southeast quadrant at the corner of Camino Ramon and Bishop Drive.

The three development profiles described below represent only one possible scenario on each quadrant; any one development type could potentially be constructed on any quadrant, and the area over which residential development is assumed could potentially be expanded or reduced to achieve the desired number of units. Detailed site plans would be required at the time of a development proposal. The development profiles described here, which comply with the existing standards of the CCMU Zone described in the San Ramon Zoning Ordinance, consider only a basic, high-level site capacity approach for each site, limited to building scale and potential orientation; circulation/access; parking configurations; and public open space. The following assumptions apply to the development profile and resulting buildout analysis, described in the following section:

- The existing 2,000,000-square foot office building and five-story parking structure in the southeast quadrant will remain.
- Interior parking spaces (those enclosed within a building envelope or within a parking structure) are excluded from the FAR calculation, per the San Ramon Zoning Ordinance.

- All parking spaces (surface and structured) are assumed to occupy 350 gross square feet. This rule-of-thumb calculation accounts for all circulation, ramps, access aisles, and landscaping area.
- The assumed average size of new residential units is 1,200 gross square feet, which accounts for all common and circulation areas.

POTENTIAL DEVELOPMENT PROFILES

The development profiles described here show a range of scenarios in terms of building types and configurations. It should be emphasized that these development profiles represent only one potential overall profile for the entire site, and that any number of scenarios of building type, density, and location may be possible to achieve the desired number of units.

NORTHWEST QUADRANT (CORNER OF BISHOP DRIVE AND EXECUTIVE PARKWAY)

The development profile for the northwest quadrant envisions the site supporting a “wrapped” multi-family building type. All residential structures are assumed to be four stories, with parking for the “wrap” building provided by the internal structure, and parking for the stand-alone structure provided by surface parking and/or covered carports on the west side edge of the site. While this scenario assumes four-story structures, five-story wrap structures may be feasible on this site as well.

In this vision, residential uses could be accessed off Bishop Drive and Executive Parkway, while surface parking areas for office uses are accessed separately from Bishop Drive and a driveway off Executive Parkway. Residential uses and office parking areas are separated by a landscaped buffer.

The site concept on this quadrant is for residential development at a density of approximately 41 units per acre, with an average of 1.5 parking spaces per unit. Examples of this type of residential project have been built recently in San Jose and Menlo Park.

NORTHEAST QUADRANT (CORNER OF EXECUTIVE PARKWAY AND CAMINO RAMON)

Residential development may be accommodated on the east part of the northeast quadrant of Site 11, which is higher in elevation than the existing office uses, existing on-site open space, and remainder of the parking areas. The east part of the site could accommodate three-story multi-family podium-construction buildings, each with a common garage. The site access to the residential uses could be off Camino Ramon, with internal drives that provide access to the shared garages. Residential uses could be separated from the office parking areas by a landscaped buffer, as well as by the existing terrain.

The site concept on this quadrant is for residential development at a density of approximately 37 units per acre, with an average of 1.2 parking spaces per unit. Examples of this type of residential project have been built recently in San Jose and Dublin, California.

SOUTHEAST QUADRANT (CORNER OF CAMINO RAMON AND BISHOP DRIVE)

New three-story townhouse residential development could be constructed in the southeast portion of the southeast quadrant of Site 11. Given its proximity to the future City Center Bishop Ranch (the entire City Center lies within 2,000 feet of the entrance to the residential development), this is a desirable location for new residential uses.

The existing entrances to office parking from Camino Ramon and Bishop Drive may remain, while a new entrance to townhouses could be provided off Camino Ramon. Vehicular access to residential garages could be provided via internal roadways. Like in the other two quadrants, residential uses and office parking areas could be separated by a landscaped buffer.

The site concept on this quadrant is for residential development at a density of approximately 29 units per acre, with an average of 1.6 parking spaces per unit. Examples of this type of residential project have been built recently in Emeryville and Hayward, California.

OFFICE PARKING

The three potential development profiles described above reduce the area of existing surface parking in the three quadrants from a total of approximately 1,810,000 square feet to approximately 750,000 square feet. The development profiles also assume the addition of a new five-level parking structure on the northeast quadrant, replacing some of the surface parking lost to new residential development.

CONCLUSIONS

Tables 11-F.1 through 11-F.6 detail the buildout potential of the site as described above. Overall, these tables show the following:

- The 100-acre Site 11 could accommodate in excess of 800 residential units, along with circulation, parking for each unit, and shared open space, at an average density of 37 du/acre.
- The development profile described above envisions the site supporting 862 residential units with an overall FAR over the entire 100-acre site of 0.70. Current site FAR with existing offices uses only is 0.46.
- Approximately 23.2 total acres is envisioned for redeveloped of residential uses, an average of 34 dwelling units per acre would be required to achieve a minimum of 782 units.
- The site development profile provides parking for office uses at approximately 2.1 spaces per 1,000 square feet.
- With additional parking facilities beyond those described above, such as new structures, larger structures or underground parking, it is possible to increase this parking ratio closer to the existing ratio of 3.1 spaces per 1,000 square feet.
- The development profiles described have been constructed recently in other Bay Area communities, underscoring the feasibility of these types of development in

San Ramon. Additionally, Site 11 is currently under single ownership and the owner has expressed interest in redeveloping with residential uses in the current housing cycle.

Table 11-F.1: BR-2600 Existing Buildout

<i>Building area (SF)</i>	<i>Lot area (SF)</i>	<i>Lot area (ac.)</i>	<i>FAR*</i>	<i>Spaces per 1,000 SF</i>
2,000,000	4,334,500	99.51	0.46	3.1

Notes:

* Interior parking spaces excluded from FAR calculation per San Ramon Zoning Ordinance Glossary.

Table 11-F.2: BR-2600 Existing Parking Spaces

<i>Location</i>	<i>Footprint (SF)</i>	<i>Stories</i>	<i>Total Area (SF)</i>	<i>Spaces, at 350 SF per space</i>
Northwest	791,800	1	791,800	2,262
Northeast	531,800	1	531,800	1,519
Southeast, surface	487,800	1	487,800	1,394
Southeast, structure	71,700	5.0	358,500	1,024
Total				6,200

Table 11-F.4: Parking Calculation for Conceptual New Residential

<i>Location</i>	<i>Footprint (SF)</i>	<i>Levels</i>	<i>Total Area (SF)</i>	<i>Spaces, at 350 SF per space</i>
Northwest Bldg 1	21,500	4	86,000	246
Northwest Bldg 2	24,600	4	98,400	281
Northwest Surface	41000	1	41,000	117
Northeast	130,000	1*	130,000	371

Notes:

* Represents podium parking levels on the groundfloor of each residential building.

Table 11-F.5: Resulting Parking for Existing Office Uses

<i>Location</i>	<i>Footprint (SF)</i>	<i>Stories</i>	<i>Total Area (SF)</i>	<i>Spaces, at 350 SF per space</i>
Northwest (reduced)	358,600	1	358,600	1,025
Northeast, surface (reduced)	116,900	1	116,900	334
Northeast, structure (new)	71,700	5	358,500	1,024
Southeast, surface (reduced)	278,000	1	278,000	794
Southeast, structure	71,700	5	358,500	1,024
Total				4,201

Table 11-F.6: Site 11 Conceptual Site Testing Buildout

	<i>Residential area (SF)</i>	<i>Residential area (ac)</i>	<i>Building area (SF)</i>	<i>Building Type</i>	<i>Parking Config.</i>	<i>Gross building area per unit (SF)</i>	<i>Units</i>	<i>Density (du/ac)</i>	<i>Spaces per 1,000 SF or unit</i>	<i>Total Site FAR</i>
Office			2,000,000						4,201	2.1
Residential										
NW corner	450,500	10.3	509,200	Multi-family "wrap"	Structured & surface	1,200	424	41	644	1.5
NE corner	350,000	8.0	357,500	Multi-family over podium	Common garage	1,200	298	37	371	1.2
SE corner	210,000	4.8	167,500	Townhouses	Individual garages	1,200	140	29	87	1.6
Total	1,010,500	23.20	1,034,200				862			
Site Total			3,034,200				862			0.70

Air Quality and Greenhouse Gas

The Air Quality and Greenhouse Gas Element is a newer component of the General Plan. The City of San Ramon recognizes that this region continues to experience poor air quality on too many days each year and that the combined activities of the community and the region contribute to the generation of greenhouse gas emissions potentially linked to global climate change impacts. The Air Quality and Greenhouse Gas Element establishes a central place for policies to address the wide range of air quality issues facing the City of San Ramon and the region, including its role in reducing greenhouse gas emissions.

Global climate change is an issue that the State of California has determined to be of statewide concern that mandates local action throughout all of California. With the enactment of Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006, local governments are tasked with addressing greenhouse gas emission sources under their purview that potentially contribute to climate change. The General Plan provides an avenue for local government actions to reduce greenhouse gas emissions associated with new and existing development. The City is being proactive in addressing air quality and greenhouse gas emissions by preparing and implementing this General Plan Element and the related Climate Action Plan.

The Air Quality and Greenhouse Gas Element provides a platform within the General Plan for local action to address regional, State and federal air quality and climate change concerns. Local government will play a role in the successful implementation of AB 32. The California Air Resources Board (ARB) recognized the importance of local action and recommended a greenhouse gas reduction goal for local governments of 15 percent below 2009 levels by 2020. The proposed reduction will ensure that municipal and community-wide emissions are consistent with the State's reduction targets.

12.1 CONNECTIONS WITH OTHER GENERAL PLAN ELEMENTS

The Air Quality and Greenhouse Gas Element provides a bridge that inter-connects with other General Plan Elements. Air quality is impacted by many aspects of our built environment and the lifestyle choices we make. The impacts and interrelationships are characterized as the land use, transportation, air quality, economic development, and climate change connection.

This connection is based on the idea that the design, density, and pattern of land uses impact the transportation system that serves those land uses, and the transportation system, in turn, impacts the amount people drive and options for using less polluting and energy-consuming modes of transportation such as walking, bicycling, and transit. The policies of the Land Use Element with connections to air quality are those supporting compact development, density

near transit, pedestrian orientation, and design supportive of walking and bicycling. The Traffic and Circulation Element lays out the policies for developing the transportation system in a way that is consistent with and accommodates the growth planned in the Land Use Element. Traffic and Circulation Element policies, with air quality benefits, include those that promote the development of a multi-modal transportation system and prevent excessive traffic congestion. More specifically, policies in the Traffic and Circulation Element encourage “Complete Streets” designs that provide direct pedestrian connections, complete sidewalks, safe and comfortable bicycle paths, and routes connecting frequently accessed destinations with residences to help increase use of transit, walking, and bicycling. The Economic Development Element encourages Transportation Demand Management and transit as a means to solve workforce transportation issues that affect economic development, but also impacts air quality and the traffic circulation system. The Housing Element provides policies and programs that support energy conservation in new and renovated housing, which translates into greenhouse gas reductions. The Growth Management, Public Facilities and Utilities Elements contain policies that promote reduced pollutant and greenhouse gas emissions through energy savings related to water conservation and reclaimed water use.

12.2 HEALTH-BASED AIR QUALITY

AIR QUALITY ISSUES IN THE BAY AREA AND SAN RAMON

The following is an overview of air quality issues affecting this region. Air quality in San Ramon and the rest of the Bay Area has improved markedly since the regulation of air pollutant emissions began over 50 years ago. Although the air is cleaner, it still exceeds state and federal health-based standards on occasion for some pollutants. The federal health-based standards are called the National Ambient Air Quality Standards or (“federal standards”). State standards are called the California Ambient Air Quality Standards or (“California standards”). Information regarding the federal and state standards and the pollutants of concern in the Bay Area is provided below.

There are federal standards for six common air pollutants, called criteria air pollutants, which were identified in the federal Clean Air Act of 1970. The six criteria pollutants are:

- Ozone (O₃)
- Particulate matter (PM₁₀ and PM_{2.5})
- Nitrogen dioxide (NO₂)
- Carbon monoxide (CO)
- Lead
- Sulfur dioxide (SO₂)

The federal standards were set to protect public health, including the health of sensitive individuals; thus, the standards are revised as more medical research becomes available regarding the health effects of the criteria pollutants. The United States Environmental Protection Agency (EPA) is responsible for the federal standards.

Air Quality and Greenhouse Gas

The California standards have been set for the 10 air pollutants designated in the California Clean Air Act. In addition to the pollutants listed above with federal standards, California has adopted standards for the following pollutants:

- Visibility-reducing particles
- Sulfates
- Hydrogen sulfide (H₂S)
- Vinyl chloride

Although California air quality standards are often more stringent than federal standards, the regulatory focus is often placed on achieving the federal standards. The primary reason for the focus on federal standards is that the federal Clean Air Act contains plan submittal and attainment deadlines that, if not met, result in sanctions and other federally enforceable requirements. The California Clean Air Act requires the implementation of all feasible controls and attainment of air quality standards at the earliest practicable date, but contains no penalties or sanctions. The Bay Area has attained all of the federal standards except for the new 8-hour ozone and PM_{2.5} standards, so its focus has turned to meeting the more stringent state mandates.

The agency with jurisdiction over air quality in this area is the Bay Area Air Quality Management District (BAAQMD). The BAAQMD is responsible for controlling and permitting industrial pollution sources and widespread, area-wide sources, and for adopting local air quality plans and rules. The BAAQMD adopted a number of plans to attain state and federal standards over the years. The 1999 and 2001 Ozone Attainment Plans were adopted to attain the one-hour federal ozone standard. The 1994 Clean Air Plan, and updates in 1997 and 2000 were adopted to attain the state one-hour ozone standard. The 2005 Ozone Strategy fulfills planning requirements for the state one-hour ozone standard and transport mitigation requirements. The BAAQMD recently adopted the 2010 Clean Air Plan that updates the 2005 Ozone Strategy and considers the impacts of ozone control measures on particulate matter (PM), air toxics, and greenhouse gases in a single, integrated plan. Although the Bay Area exceeds the new federal standards for fine particulate matter (PM_{2.5}) and 8-hour ozone, no new plans are currently required to demonstrate attainment of the standards.

As shown in Table 12-1, the Bay Area is designated “nonattainment” for the state 1-hour ozone standard, the state PM₁₀ standard, and the state PM_{2.5} standard. The Bay Area is also designated “nonattainment” for the federal 8-hour ozone standard and the federal 24-hour PM_{2.5} standard. This means that Bay Area residents experience unhealthy air quality at times.

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Table 12-1: Bay Area Air Basin Attainment Status

<i>Pollutant</i>	<i>Averaging Time</i>	<i>State Status</i>	<i>Federal Status</i>
Ozone	1-hour	Nonattainment	Not Applicable ¹
	8-hour	Nonattainment	Nonattainment ²
Carbon monoxide	1-hour and 8-hour	Attainment	Attainment ³
Nitrogen dioxide	1-hour	Attainment	Unclassified ⁴
	Annual	No state standard	Attainment
Sulfur dioxide	24-hour; 1-hour	Attainment	Attainment
PM ₁₀	24-hour	Nonattainment	Unclassified
	Annual	Nonattainment	No federal standard ⁵
PM _{2.5}	24-hour	No state standard	Nonattainment ⁶
	Annual	Nonattainment	Attainment

Notes:

¹ The national 1-hour ozone standard was revoked by EPA on June 15, 2005.

² Final designations effective July 20, 2012.

³ In April 1998, the Bay Area was redesignated to attainment for the national 8-hour carbon monoxide standard.

⁴ EPA set a new one-hour standard for nitrogen dioxide (NO₂) at a level of 100 parts per billion (ppb) on January 25, 2010, which will become effective April 12, 2010. EPA expects to identify or designate areas not meeting the new standard, based on the existing community-wide monitoring network, by January 2012.

⁵ EPA revoked the annual PM₁₀ standard on September 21, 2006.

⁶ EPA designated the Bay Area nonattainment of the 24-hour PM_{2.5} standard on December 22, 2008, and the designation will go into effect 90 days after publication in the Federal Register.

Source: Bay Area Air Quality Management District, Air Quality Standards and Attainment Status, 2014.

Air pollution readings are recorded at monitoring stations around the Bay Area to provide information to the public regarding the current air quality and to determine if violations of air quality standards have occurred. The closest monitoring station to San Ramon is located in Livermore approximately 11 miles to the east-southeast. While the data is not specific to the City of San Ramon, air quality conditions are expected to be similar for adjacent communities and may suggest local air quality concerns. The Livermore monitoring station stopped monitoring Particulate Matter 10 (PM₁₀) in 2008. No other stations close to San Ramon have the same meteorological conditions and would therefore not be representative of emissions in San Ramon. The maximum recorded concentrations at the Livermore monitoring station and the number of days that state and federal air quality standards were exceeded during 2011 through 2013 are provided in Table 12-2.

Air Quality and Greenhouse Gas

Table 12-2: Ambient Air Monitoring Data (2011–2013)

<i>Air Pollutant, Averaging Time (Units)</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>
<i>Ozone (Livermore)</i>			
Max 1 Hour (ppm)	0.115	0.102	0.096
Days > CAAQS (0.09 ppm)	3	2	3
Max 8 Hour (ppm)	0.084	0.090	0.077
Days > CAAQS (0.07 ppm)	2	3	1
Days > NAAQS (0.08 ppm)	9	4	2
<i>Particulate Matter (PM_{2.5}) (Livermore)</i>			
Mean (µg/m ³)	7.8	6.6	8.4
24 Hour (µg/m ³)	45.4	31.1	40.1
Days > NAAQS (35 µg/m ³)	2	0	4

Abbreviations:

> = exceed ppm = parts per million µg/m³ = micrograms per cubic meter max = maximum

CAAQS = California Ambient Air Quality Standard

NAAQS = National Ambient Air Quality Mean = Annual Arithmetic Mean

Source: ARB Air Quality Data/Statistics/Top 4 Summary, 2013.

FEDERAL, STATE, REGIONAL, AND LOCAL RESPONSIBILITIES

The U.S. Environmental Protection Agency (EPA) is responsible for international, national, and interstate air pollution issues and policies. The EPA sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans, and provides research and guidance in air pollution programs.

The California Air Resources Board (ARB) is the state agency with primary authority over State air quality regulation and is responsible for developing and periodically updating the California standards. The ARB is responsible for the California State Implementation Plan required to demonstrate attainment and continued compliance with federal standards. Because of California's severe air quality challenges, the federal Clean Air Act authorizes California to adopt mobile source emission standards that are more stringent than imposed by the EPA. The ARB regulates on-road and off-road mobile sources, consumer products, and fuels. Other responsibilities include air quality research on health effects, atmospheric chemistry, air quality modeling, monitoring and other implementation programs.

The BAAQMD is responsible for air quality regulations at the regional and local level and regulates stationary (industrial) air pollutant emission sources, area-wide sources, and certain transportation sources. The BAAQMD also operates grant and incentive programs, conducts air monitoring, and enforces its rules and regulations. The BAAQMD prepares plans to attain state and federal standards. The BAAQMD recently completed the 2010 Clean Air Plan to provide a comprehensive strategy to reduce emissions from stationary and mobile

emission sources. The plan addresses ozone, particulate matter, air toxics, and greenhouse gas emission in a single, integrated plan. The plan was adopted by the BAAQMD Board on September 15, 2010.

The City of San Ramon works cooperatively with the BAAQMD, the Association of Bay Area Governments (ABAG), and the Bay Area Metropolitan Transportation Commission (MTC) on air quality issues related to land use and transportation. Local government's control of development and its ability to condition new development, to impose mitigation measures, and to set development standards provide substantial opportunities to reduce air pollutant emissions.

TOXIC AIR CONTAMINANTS

Health and Safety Code Section 39655 defines toxic air contaminants as an air pollutant that the California Air Resources Board or the Department of Food and Agriculture finds "may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose present or potential hazard to human health."

When approving discretionary projects, the City has the ability to consider the location of potential sources of hazardous emissions to ensure appropriate distances from existing and planned sensitive land uses. Likewise, when considering the location of potentially sensitive land uses near stationary and mobile sources of toxic air contaminants, the City should exercise discretion to ensure that potential impacts are properly addressed and appropriately mitigated.

A toxic air contaminant (TAC) of concern for the City is Fine Particulate Matter ($PM_{2.5}$). $PM_{2.5}$ is a complex mixture of substances that includes elements such as carbon and metals; compounds such as nitrates, organics, and sulfates; and complex mixtures such as diesel exhaust and wood smoke. $PM_{2.5}$ can be emitted directly from manmade sources and can also be formed in the atmosphere through reactions among different pollutants; however, assessing local community risk and hazard impacts relates only to direct $PM_{2.5}$ emissions, not those formed in the atmosphere.

Evidence suggests that $PM_{2.5}$ is the most harmful air pollutant in the San Francisco Bay Area Air Basin in terms of the associated impact on public health. TAC and $PM_{2.5}$ fall within two broad categories, stationary sources and mobile sources. Common stationary source types of TAC and $PM_{2.5}$ emissions include gasoline stations, dry cleaners, and diesel backup generators. Stationary sources are regulated through BAAQMD permit requirements and are generally identified on local inventories and acknowledged and addressed through local environmental review.

Common mobile sources are on-road motor vehicles on freeways and roads such as trucks and cars, and off-road sources such as construction equipment. Mobile sources are prevalent in many communities based on regional roadway networks that carry higher levels of vehicle and truck traffic.

SITING OF SENSITIVE RECEPTORS

If a new project is likely to be a place where people live, play, or convalesce, it should be considered a receptor. A project or land use should also be considered a receptor if sensitive

individuals are likely to spend a significant amount of time at that location. Sensitive individuals refer to those segments of the population most susceptible to poor air quality: children, the elderly, and those with pre-existing serious health problems affected by air quality (ARB 2005). Examples of receptors include residences, schools and school yards, parks and play grounds, daycare centers, nursing homes, and medical facilities. Residences can include houses, apartments, and senior living complexes. Medical facilities can include hospitals, convalescent homes, and health clinics. Playgrounds could be play areas associated with parks or community centers.

Policy 12.5-I-1 addresses the location of sources of hazardous emissions as well as sensitive land uses in order to minimize or avoid potential health risks to people that might result from hazardous air pollutant emissions. When siting a new source or receptor, the existing or future proposed sources of TAC and/or PM_{2.5} emissions that would adversely affect individuals within the planned project should be examined. Stationary sources are typically known and are identified on existing inventories; however, mobile sources such as freeways and high traffic arterial roadways are more difficult to identify with certainty absent additional analysis.

To address the issue of mobile TAC and/or PM_{2.5} emissions associated with the local transportation network, Figure 12-1 delineates a 1,000 ft screening zone from identified potential mobile sources. The screening zones have been established based on the average daily trip on the roadway (over 10,000 average daily trips) and distance criteria (1000 feet) provided for in the BAAQMD CEQA guidelines. In addition, Policy 12.4-I-3 requires analysis of sensitive receptors and these screening zones will assist in identifying potential conflicts between air quality issues and land uses. The fact that a sensitive receptor land use is proposed on a property within the established screening zone does not exclude approval of such uses, but rather suggests that additional air quality and health screening should be considered based on the specific project characteristic and location to determine any potential health impacts and if mitigation measures may be necessary.

12.3 CLIMATE CHANGE AND GREENHOUSE GASES

The greenhouse effect results when shortwave solar radiation is readily transmitted through the atmosphere on the way in, but longer-wave infrared radiation is prevented from being transmitted out as it is absorbed by atmospheric gases often referred to as greenhouse gases. The greenhouse gases trap heat near the surface of the earth, resulting in heating of the atmosphere. Rising levels of greenhouse gases that result from human activities are of concern because of the potential to change the global climate in an adverse way. Although uncertainty regarding the cause of climate change exists, there is broad scientific consensus that actions should be taken to reduce greenhouse gas emissions as well as air quality criteria pollutants.

The State of California has taken action with the adoption of the California Global Warming Solutions Act of 2006 (AB 32). The legislative findings from AB 32 articulate California's position regarding why action is needed:

38501. The Legislature finds and declares all of the following:

Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the State from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

STATE REGULATIONS AND INITIATIVES

Assembly Bill 32

The California State Legislature adopted Assembly Bill 32, the California Global Warming Solutions Act of 2006 (AB 32), which charged the California Air Resources Board (ARB) to develop regulations on how the State would address global climate change. AB 32 focuses on reducing greenhouse gas emissions in California. Greenhouse gases, as defined under AB 32, include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur-hexafluoride (SF₆), hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs).

The ARB approved the 1990 greenhouse gas emissions level of 427 MMTCO₂e on December 6, 2007 (ARB 2007). Therefore, emissions generated in California in 2020 were required to be equal to or less than 427 MMTCO₂e. Emissions in 2020 in a “business as usual” scenario are estimated to be 596 MMTCO₂e, which did not account for reductions from AB 32 regulations (California Air Resources Board 2008). At that level, a 28 percent reduction was required to achieve the 427 million MTCO₂e 1990 inventory. In October 2010, ARB prepared an updated 2020 forecast to account for the recession and slower forecasted growth. The forecasted inventory without the benefits of adopted regulation is now estimated at 545 million MTCO₂e. Therefore, under the updated forecast, a 21.7 percent reduction from “business as usual” (BAU) is required to achieve 1990 levels (ARB 2010).

California Air Resources Board (ARB) Scoping Plan

The ARB’s Climate Change Scoping Plan (Scoping Plan) contains measures designed to reduce the State’s emissions to 1990 levels by the year 2020 to comply with AB 32 (ARB 2008). The Scoping Plan identifies recommended measures for multiple greenhouse gas emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors.

SAN RAMON GENERAL PLAN 2035



LEGEND

1,000 FT. SCREENING ZONE



Source: San Ramon Average Daily Traffic Map (2014)

POLITICAL BOUNDARIES *

- Urban Growth Boundary
- City Limits
- Sphere of Influence
- Planning Area Boundary
- County Boundary

* The locations of political boundaries are shown adjacent to each other for ease of identification. Actual political boundaries are coterminous when shown as contiguous, parallel, or overlap.



Figure 12-1
Mobile Source Air Quality Screening Zones

(Updated on October 21, 2019)

Air Quality and Greenhouse Gas

The Scoping Plan differentiates between “capped” and “uncapped” strategies. Capped strategies are subject to the cap-and-trade program, which became effective January 1, 2012. The Scoping Plan states that the inclusion of these emissions within the cap-and-trade program will help ensure that the year 2020 emission targets are met despite some degree of uncertainty in the emission reduction estimates for any individual measure. Implementation of the capped strategies is calculated to achieve a sufficient amount of reductions by 2020 to achieve the emission target contained in AB 32. Uncapped strategies that will not be subject to the cap-and-trade emissions caps and requirements are provided as a margin of safety by accounting for additional greenhouse gas emission reductions.¹

ARB Scoping Plan Update

The ARB approved the First Update to the Scoping Plan (Update) on May 22, 2014. The Update identifies the next steps for California’s climate change strategy. The Update shows how California continues on its path to meet the near-term 2020 greenhouse gas limit, but also sets a path toward long-term, deep GHG emission reductions. The report establishes a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050. The Update identifies progress made to meet the near-term objectives of AB 32 and defines California’s climate change priorities and activities for the next several years. The Update does not set new targets for the State, but describes a path that would achieve the long term 2050 goal of Executive Order S-05-03 for emissions to decline to 80 percent below 1990 levels by 2050 (ARB 2014).

The ARB has no legislative mandate to set a target beyond the 2020 target from AB 32 or to adopt additional regulations to achieve a post-2020 target. The Update estimates that reductions averaging 5.2 percent per year would be required after 2020 to achieve the 2050 goal. With no estimate of future reduction commitments from the State, identifying a feasible strategy including plans and measures to be adopted by local agencies is not possible. Implementation of the City’s General Plan Update and CAP will help support both the short term and long term objectives of the Update. However, there is no way of determining whether the City would need to take additional actions beyond its existing programs and the land use and transportation strategies contained in the General Plan Update and CAP until such a time as new state targets and a new Scoping Plan with mandatory measures is adopted.

¹ On March 17, 2011, the San Francisco Superior Court issued a final decision in *Association of Irrigated Residents v. California Air Resources Board* (Case No. CPF-09-509562). While the Court upheld the validity of the ARB Scoping Plan for the implementation of AB 32, the Court enjoined the ARB from further rulemaking under AB 32 until the ARB amends its CEQA environmental review of the Scoping Plan to address the flaws identified by the Court. On May 23, 2011, ARB filed an appeal. On June 24, 2011, the Court of Appeal granted the ARB’s petition staying the trial court’s order pending consideration of the appeal. In the interest of informed decision-making, on June 13, 2011, the ARB released the expanded alternatives analysis in a draft Supplement to the AB 32 Scoping Plan Functional Equivalent Document. The ARB Board approved the Scoping Plan and the CEQA document on August 24, 2011.

Senate Bill 375

State Senate Bill 375 (SB 375) was signed into law on September 30, 2008. This legislation addresses one facet of implementation of the AB 32. The bill assures that the decisions about how to achieve travel-related greenhouse gas emissions from cars and light trucks will remain in the hands of locally elected officials. SB 375 aligns what have been three separate planning processes—one for transportation, housing, and for reducing greenhouse gas emissions—into a single process. The legislation provides more certainty for General Plans and better coordination between state agencies.

SB 375 provides exemptions from the California Environmental Quality Act (CEQA) for residential projects that are consistent with the regional plan to achieve greenhouse gas reductions. The bill also amends the housing element law, extending the amount of time that the State has to review most local housing elements from five to eight years. It provides a foundation for a comprehensive approach to reducing greenhouse gas emissions from the land use and transportation sector. SB 375 seeks to harness funding and regulatory incentives to align transportation, housing and land use planning.

Especially important for local government are the regional Sustainable Communities Strategy (SCS) and the Alternative Planning Strategy (APS) requirements of the legislation. The ARB must certify that the region's SCS will achieve its greenhouse gas emission reduction targets. Projects outside the approved SCS would not qualify for federal transportation funding. If the ARB determines that a region's SCS will not achieve the greenhouse gas emission reduction targets, the Metropolitan Planning Organization must prepare an Alternative Planning Strategy, separate from the Regional Transportation Plan (RTP), identifying further measures needed to achieve the targets. Although these measures directly impact RTPs prepared by the Metropolitan Transportation Commission (MTC), the success of the Sustainable Communities Strategy/Alternative Planning Strategy depends on the land use decisions by local land use agencies. The ARB adopted final SB 375 regional targets on September 23, 2010.

The Association of Bay Area Governments (ABAG) adopted the Plan Bay Area that includes the 2040 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) on July 18, 2013 (ABAG 2013). The RTP describes the strategy to achieve the SB 375 targets for the Bay Area. A technical evaluation of the strategy prepared by the ARB in April 2014 identifies a 4.1 percent reduction in emission per capita by 2020 and 8.7 percent per capita by 2035 (ARB 2014). The SCS includes a full range of land use and transportation strategies to guide future growth in the region in ways that reduce greenhouse gas emissions.

Senate Bill 743

Senate Bill 743 (Steinberg, 2013) made several changes to the California Environmental Quality Act (CEQA) for projects located in areas served by transit (i.e., transit-oriented development or TOD). Those changes direct the Governor's Office of Planning and Research to develop a new approach for analyzing the transportation impacts under CEQA. Candidate metrics include, but are not limited to Vehicle Miles Traveled, Automobile Miles Generated, Multi-modal Level of Service, Fuel Use and/or Vehicle Hours Traveled and which are all being considered as new measures to assess traffic impacts. Regardless of which methodology is ultimately adopted, the measure will likely be directly correlated to GHG

Air Quality and Greenhouse Gas

reduction strategies contained in this Element and the CAP. As such, the quantification of GHG impacts associated with future project traffic will be easily measurable in the context of the CAP as opposed to the current LOS and delay based methodologies. LOS standards may still be used for local goals and objectives; however, once the new methodology is adopted, LOS standards will no longer be the tool for CEQA impact analysis.

GREENHOUSE GAS DESCRIPTIONS

The EPA describes the global warming potential as the potential of a gas or aerosol to trap heat in the atmosphere; Individual greenhouse gas compounds have varying properties, global warming potential and atmospheric lifetimes. To simplify the measurement and quantification of global warming potential (GWP) associated with greenhouse gas emissions, carbon dioxide has been established as the reference gas. Carbon dioxide has a global warming potential of 1, which easily allows other greenhouse gases to be converted to carbon dioxide equivalent (CO₂e) to simplify calculations. The calculation of the carbon dioxide equivalent is a consistent methodology for comparing greenhouse gas emissions, since it normalizes various greenhouse gas emissions to a consistent metric. Methane's warming potential of 21 indicates that methane has a 21 times greater warming effect than carbon dioxide on a molecule per molecule basis. A carbon dioxide equivalent is the mass emissions of an individual greenhouse gas multiplied by its GWP.

Table 12-3 provides a description of the characteristics of greenhouse gases that are regulated under AB 32.

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Table 12-3: Greenhouse Gas Descriptions

<i>Greenhouse Gas</i>	<i>Description and Physical Properties</i>	<i>Sources</i>
Methane (CH ₄)	Methane is a flammable gas and is the main component of natural gas. Global Warming Potential (GWP) = 21.	Methane is extracted from geological deposits (natural gas fields). Other sources are from landfills, decay of organic matter, fermentation of manure, and cattle.
Nitrous oxide (N ₂ O)	Nitrous oxide is also known as laughing gas and is a colorless greenhouse gas. GWP = 310.	Microbial processes in soil and water, fuel combustion, and industrial processes.
Carbon dioxide (CO ₂)	Carbon dioxide is an odorless, colorless, natural greenhouse gas. GWP = 1.	Carbon dioxide is emitted from natural and anthropogenic sources. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood.
Hydrofluorocarbons (HFCs)	The HFCs with the largest measured atmospheric concentrations are HFC-23 and HFC-134a (10 ppt), and HFC-152a (1 ppt). GWPs: HFC-23 = 11,700 HFC-134a = 1,300 HFC-152a = 140	HFCs are synthetic chemicals that are used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. GWPs range from 6,500 to 9,200.	Two main sources of PFCs are primary aluminum production and semiconductor manufacturing.
Sulfur hexafluoride	Sulfur hexafluoride is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. Concentrations in the 1990s were about 4 ppt. It has the highest GWP of any gas evaluated, 23,900.	This gas is man-made and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

Notes:

ppm = parts per million; ppt = parts per trillion (measure of concentration in the atmosphere); GWP = global warming potential.

Source: Compiled from a variety of sources, including EPA, Global Warming Potentials and Atmospheric Lifetimes, 2006 and Intergovernmental Panel on Climate Change, 2007.

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Table 12-4 and Figure 12-2 show the generation of California's greenhouse gas emissions by major economic sector. The top three sectors are transportation, electric power generation, and industrial fuel use. These sectors are integral to our daily activities and so reducing emissions from these sectors is likely to affect many aspects of our lives.

Table 12-4: California Greenhouse Gas Emissions Inventory in 2012 by Economic Sector

<i>Sector¹</i>	<i>2012 Emission (Millions of Metric Tons of CO₂ Equivalent/Year)</i>	<i>Percentage of Inventory</i>
Transportation	167.4	36.5
Electric Power	95.1	20.7
Commercial and Residential Fuel Use	42.3	9.2
Industrial Fuel Use	89.2	19.4
Recycling and Waste	8.3	1.9
High Global Warming Potential Gases ²	18.4	4.0
Agriculture	37.9	8.3
Total Emissions	458.7	100.0

Notes:

¹ Sequestration of emissions from forestry activities is not included. Emission categories are as defined in the ARB Scoping Plan.

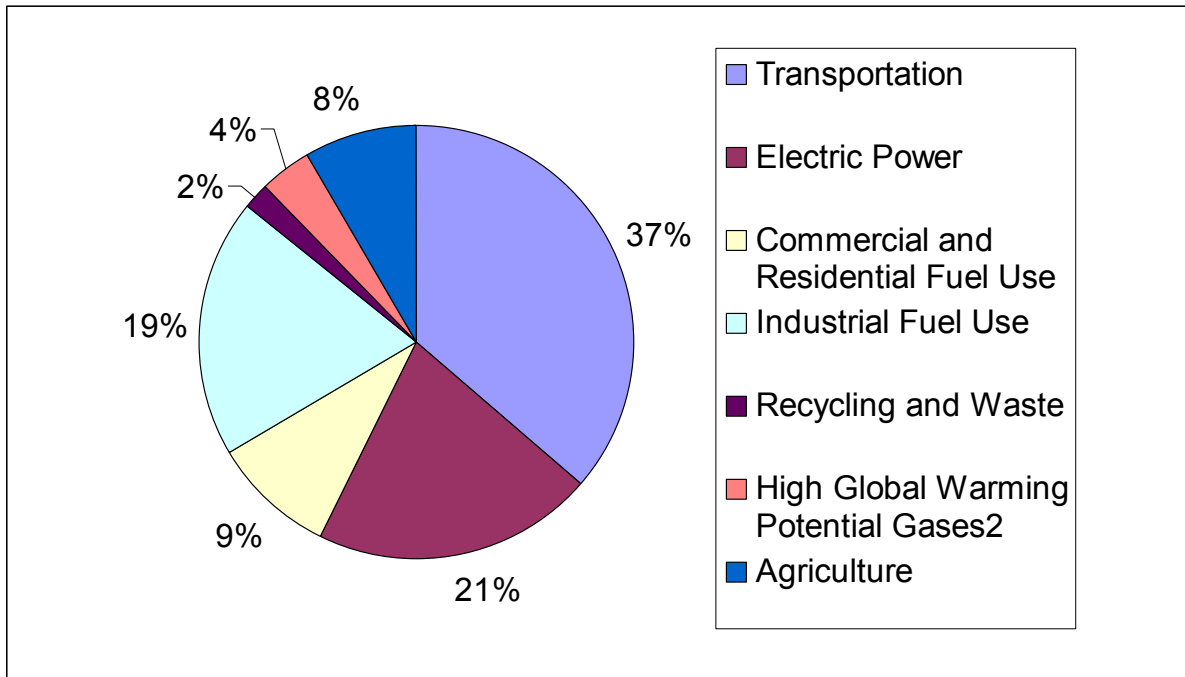
² High global warming potential gases persist in the atmosphere for tens to hundreds of years in the atmosphere, thus increasing their impact. High global warming potential gases are used as refrigerants, fire suppressants, and the manufacture of semiconductors and foam products.

Source: ARB 2014 California Greenhouse Gas Inventory for 2000-2012 by Category as Defined in the Scoping Plan, last updated May 2014.

It is instructive to consider greenhouse gas emissions at a smaller scale for perspective. The following examples are from emission estimates from the ARB and other sources:

- 1 kWh of electricity = approximately 1 lb. CO₂e
- 1 therm of natural gas = approximately 12 lbs. CO₂e
- 1 gallon of gasoline = approximately 20 lbs. CO₂e
- 1 mile of driving at 20 miles per gallon = 1 lb. CO₂e
- California 2012 per person emissions = 12.1 metric tons/year CO₂e

Figure 12-2: California Greenhouse Gas Emissions Inventory 2012



Source: California Air Resources Board Emissions Inventory 2014.

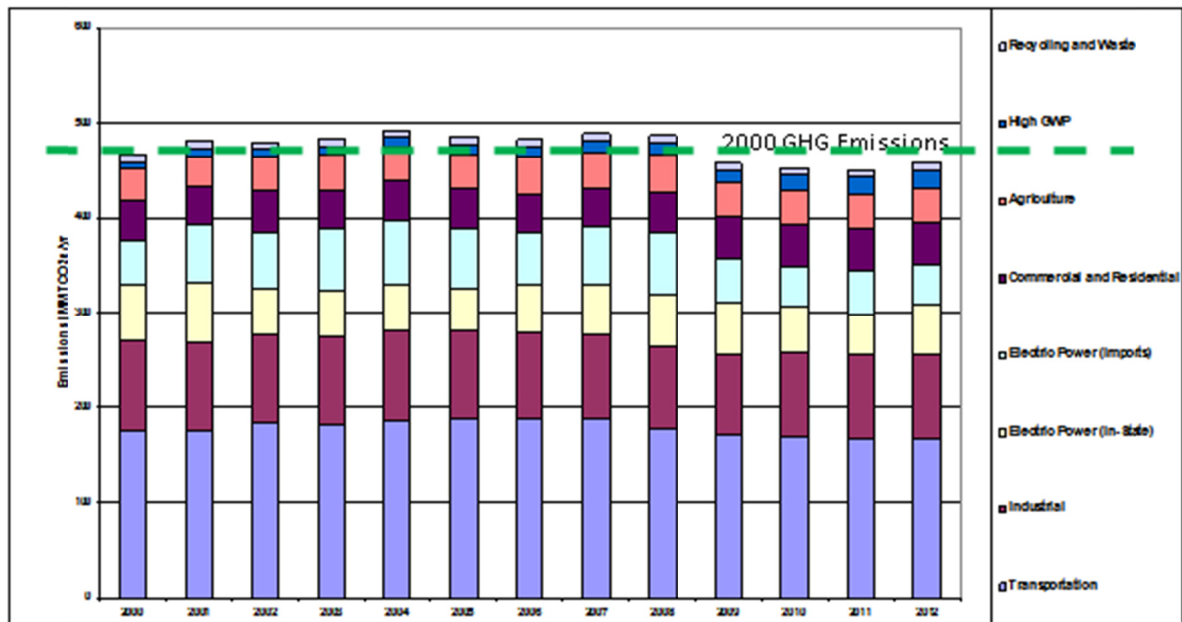
STATE TARGETS

The ARB Scoping Plan contains emission targets for the year 2020 of 427 million metric tons of CO₂e (MMTCO₂e) based on a goal of returning California’s emissions to 1990 levels. California’s 2006 emission inventory was 484 MMTCO₂e, but is projected to grow to 545 MMTCO₂e by 2020 if no action were taken to limit the cumulative increase in emissions related to population and economic growth. This was revised from 596 to 545 MMTCO₂e after updated data from the 2000-2010 inventory. Therefore, reaching the target level of 427 MMTCO₂e by 2020 requires reductions amounting to 118 MMTCO₂e or 21.7 percent below projected 2020 levels.

Figure 12-3 displays California’s greenhouse gas emission trends from 2000 to 2012. AB 32 requires California to reduce its emission inventory to 1990 levels by 2020. The State has made substantial progress toward meeting this goal. Additionally, the State has achieved the goal of Executive Order S-05-03 to reduce emissions to 2000 levels by 2010. A statewide emission reduction mandate beyond 2020 does not currently exist; however, Executive Order S-05-03 also includes an ultimate target of reducing emissions in 2050 to 80 percent below 1990 levels. Reductions of that magnitude would require the transformation of the State’s energy sources and the widespread implementation of zero emission technologies that are not currently developed or commercially available.

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Figure 12-3: California Greenhouse Gas Emissions Trends 2000 to 2012



Source: ARB, 2014, GHG Update Report.

KEY ELEMENTS FOR ACHIEVING CALIFORNIA'S 2020 TARGET

The ARB Scoping Plan outlines the key elements of California's strategy for reducing its greenhouse gas emissions to 1990 levels by 2020 and includes:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewable energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing state laws and policies, including California's Clean Car standards, Goods Movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

The ARB Scoping Plan includes descriptions and anticipated emission reductions for each strategy proposed to achieve California's greenhouse gas reduction goals, and it includes a discussion of the role of local government in achieving these goals. The ARB encourages local governments to adopt a reduction goal for municipal operations emissions and move

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toward establishing similar goals for community emissions that parallels the State's commitment to reduce greenhouse gas emissions by 15 percent from 2008 levels by 2020.

SAN RAMON GREENHOUSE GAS EMISSIONS

Table 12-5 provides San Ramon's 2014 community greenhouse gas emissions (GHG) inventory. This is an updated inventory from the previous 2008 community GHG emissions inventory. The updated inventory was prepared as part of the San Ramon Climate Action Plan Greenhouse Gas Inventory Update Report (2014). The inventory provides a baseline to identify emission reduction opportunities and to model future year emission targets. The percentage contribution of each sector is also illustrated in Figure 12-4.

Table 12-5: City of San Ramon Community Greenhouse Gas Emissions in 2014 by Sector

<i>Sector</i>	<i>Equivalent CO₂ (tons/year)</i>	<i>Equivalent CO₂ (%)</i>	<i>Energy (MMBtu)</i>
Motor Vehicles	374,636	57	—
Electricity (Residential, Commercial, Municipal, Water Transport)	76,604	12	—
Natural Gas (Residential, Commercial, Municipal)	101,637	16	1,910,217.4
Waste	16,382	3	—
Offroad equipment	30,628	5	—
ODS Substitutes	45,709	7	—
Total	645,596	100.0	1,910,217.4

Notes:

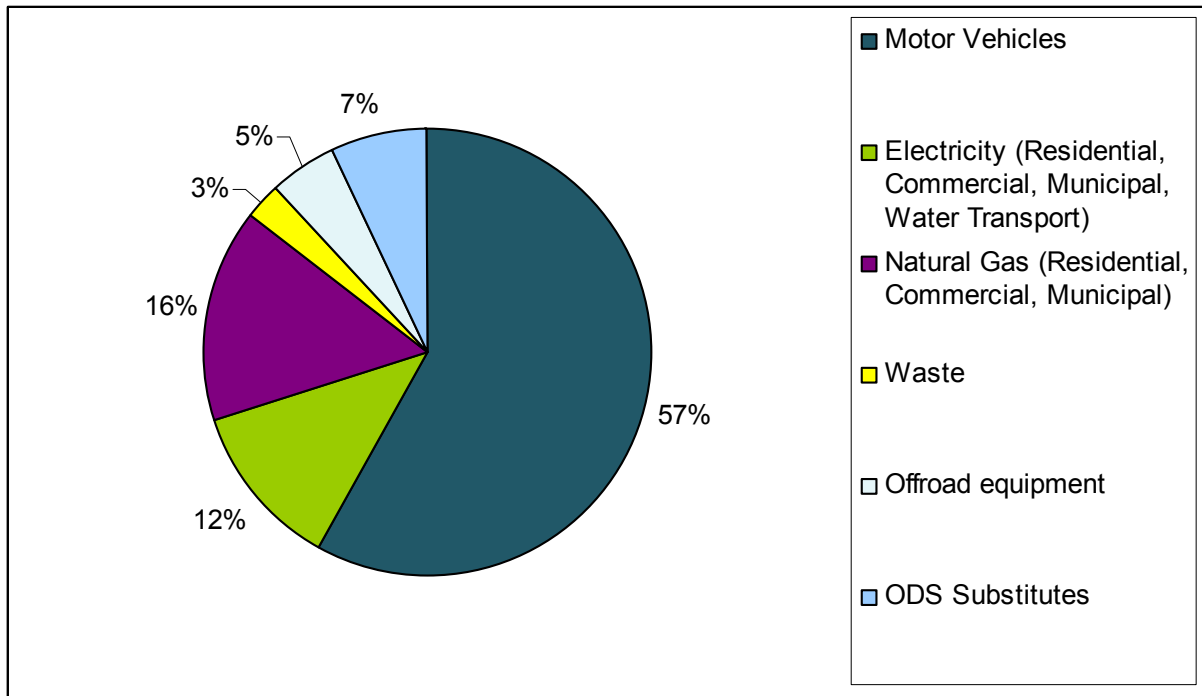
Generated for San Ramon using STAPPA/ALAPCO and ICLEI-Local Governments for Sustainability Clean Air and Climate Protection Software developed by Torrie Smith Associates, Inc.

Alternative Daily Cover is defined by the California Integrated Waste Management Board as materials other than soil used at a landfill on all surfaces of the fill where no additional solid waste will be deposited within 180 days.

Source: FirstCarbon Solutions, 2014.

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Figure 12-4: San Ramon Community Greenhouse Gas Emissions Inventory 2014



Source: FirstCarbon Solutions, 2014.

Ozone Depleting Substances (ODS). ODS include chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs), halons, methyl bromide, carbon tetrachloride, hydrobromofluorocarbons, chlorobromomethane, and methyl chloroform. Substitutes are alternative to these compounds that have a lesser impact on GHG generation.

SAN RAMON STRATEGIES

San Ramon has committed to reducing local air pollutant and greenhouse gas emissions through actions under its purview. The City's influence over the density and design of land use projects and the local transportation system allow for potentially significant reductions in transportation-related emissions. The City also has substantial influence over the energy use from new development through conditions of approval based on proportional impacts and established regulation, CEQA mitigation measures, design standards, green building standards, and incentive programs. The City can reduce emissions from government operations by incorporating green building techniques, and energy efficiency into City capital improvement projects and purchasing decisions. To further this effort, the General Plan 2030 called for the formation of an a City Council appointed body to monitor the City's progress in implementation of the City's Climate Action Plan and other programs to achieve the reduction targets identified in AB 32. The General Plan 2035 continues the policies of monitoring and updating the CAP as necessary to achieve reduction targets.

The Air Quality and Greenhouse Gas Element includes policies that support local actions, including:

- Cooperation with regional agencies and private companies on multi-jurisdictional strategies
- Encouraging smart growth
- Supporting transit oriented development
- Promoting multimodal transit and Complete Streets
- Supporting pedestrian-oriented development
- Providing facilities that encourage bicycling
- Requiring solar-ready roofs where feasible
- Establishing green building standards
- Promoting water conservation
- Encouraging Recycling and solid waste reduction
- Promoting energy conservation
- Supporting the use of renewable energy sources and low-carbon fuels including electric and fuel cell (hydrogen) vehicles.
- Encouraging Transportation Demand Management programs

CLIMATE ACTION PLAN (CAP)

The City has prepared a Climate Action Plan as the primary implementation strategy for its greenhouse gas policies. The City adopted the CAP concurrently with the General Plan 2030. The General Plan 2035 continues the CAP implementation strategy and the CAP document contains the following components:

- Baseline and future year emission inventories for the community and local government operations;
- Emission reduction estimates from potential reduction measures and strategies;
- Emission reduction targets for 2020 and 2035;
- Descriptions of strategies selected to achieve targets; and
- Implementation plan with mechanisms for monitoring and course corrections.

12.4 REGIONAL COORDINATION

Air quality is a truly regional concern. Air pollutants can travel long distances and do not recognize political boundaries. Regional travel is a substantial contributor to air quality impacts affecting the region and San Ramon. The City's participation in regional air quality and transportation programs and initiatives can help ensure consistency in implementation and best use of resources.

Air Quality and Greenhouse Gas

GUIDING POLICIES

- 12.4-G-1 Improve and protect San Ramon's air quality and promote improvements in subregional air quality.

IMPLEMENTING POLICIES

- 12.4-I-1 Cooperate with other local, regional, and state agencies to achieve and maintain air quality standards.

Effective governmental coordination and cooperation in on-going government programs requires proactive and sustained effort. The differing responsibilities and constituencies of cities and counties, along with those of state, federal and regional agencies, will require a commitment by all to reduce land use-based sources of air pollution that affect our public health and quality of life. Working together for a common interest can multiply the resources available to accomplish air quality goals.

- 12.4-I-2 Establish a City Council-appointed body or other similar entity to assist in monitoring the City's progress in meeting greenhouse gas emissions targets.

The appointed body will be responsible for overseeing the appropriate City department(s) who are responsible for implementing the City's Climate Action Plan. To coordinate efforts, a Climate Change Coordinator should be identified who will be a single point of contact to coordinate efforts to reduce the City's greenhouse gas emissions. These efforts may include expanded recycling programs, water conservation, review of maintenance practices, green building programs, fleet services, etc.

- 12.4-I-3 Analyze the air quality and climate change impacts of discretionary projects using applicable regulatory guidance; for example, the BAAQMD's CEQA Air Quality Guidelines.

Stationary and mobile TAC and/or PM2.5 emissions should be evaluated in the context of existing and planned sensitive receptors. Figure 12-1 identifies areas within the City, based on roadway traffic volumes may result in potential health concerns sensitive receptors absent project specific mitigation as a result of mobile TAC. New discretionary projects, classified as sensitive receptors, located within the established buffer zones should conduct additional air quality analysis and identify any necessary mitigation measures.

- 12.4-I-4 Use the City's environmental review process to impose appropriate mitigation measures on new development to reduce air quality and greenhouse gas emissions impacts.

Mitigation measures appropriate for the type of project and its physical location can reduce air quality and greenhouse emissions impacts through reduced energy use and motor vehicle use. The adoption of SB 743 will likely change the way traffic impacts are mitigated based on a vehicle or trip standard as opposed to a delay and level of service standard.

- 12.4-I-5 Work with the Bay Area Air Quality Management District (BAAQMD), the Metropolitan Transportation Commission (MTC), and transit providers to implement the regional Clean Air Plan.

The regional Clean Air Plan includes transportation control measures that reduce vehicle emissions by increasing transit use, carpooling, bicycling and walking. Many of these measures are reliant on local government action for implementation. The City works closely with the BAAQMD and the MTC to implement applicable measures in San Ramon.

- 12.4-I-6 Educate residents on the linkage between land use, transportation, water and energy use and air pollution. Efforts should include measures that can be taken and resources that are available to improve air quality and reduce potential climate change impacts.

Without the understanding and support of the general public, local air quality and climate change prevention programs cannot be expected to achieve the desired results. Illustrating the livability and other benefits of land use and transportation measures such as increased density near transit or reduced street widths and traffic calming can increase support for these measures. Educating the public on air quality issues is a vital component of a successful air quality program. For example, the BAAQMD's Spare the Air Program includes measures that encourage the public to reduce polluting activities on bad air days such as ridesharing, free transit passes, and fireplace use curtailment.

12.5 AIR QUALITY, LAND USE, AND TRANSPORTATION

GUIDING POLICIES

- 12.5-G-1 Improve air quality by integrating air quality, land use, and transportation planning that incorporates appropriate project location, design, and application of best available technologies.

IMPLEMENTING POLICIES

- 12.5-I-1 Minimize air quality and climate change impacts through project review, evaluation, and conditions of approval when planning the location and design of land use projects and transportation system projects needed to accommodate expected City population growth.
- 12.5-I-2 Support and encourage projects proposing infill, and mixed use development that creates walkable neighborhoods and communities and increases access to transit.

Strategies that reduce air quality impacts, such as mixed-use development, will encourage people to walk between home and business. Local emissions can also be reduced by incorporating such strategies as Complete Streets, trails and bicycle paths into site design, so that people will be able to use their cars less frequently. The City

encourages the use of best available technologies in terms of energy efficiency and air pollutant emissions that provide cost-effective emission reductions.

- 12.5-I-3 Work with regional and local transit agencies to assess development project impacts on long-range transit plans and transit facilities during the planning stages of land use projects and ensure that potential impacts are avoided.

Projects with higher density housing or employment centers that are close to high-quality transit service contribute to the success of the transit system through increased ridership. Conversely, low-density development near transit stations can reduce the effectiveness of the transit system. The City can identify areas along transit corridors or near existing or proposed transit facilities where new growth areas can be planned to maximize their potential for transit service. The City can coordinate and consult with the regional transit agencies on large projects.

12.6 HAZARDOUS EMISSIONS AND PUBLIC HEALTH

GUIDING POLICIES

- 12.6-G-1 Minimize exposure of the public to hazardous air pollutant emissions, particulates, and noxious odors from freeways, major arterial roadways, commercial and industrial uses with substantial truck trips, and other uses that produce toxic emissions through the use and handling of fuels and solvents.

IMPLEMENTING POLICIES

- 12.6-I-1 Locate sources of hazardous emissions at appropriate distances from existing and planned sensitive land uses in order to minimize or avoid potential health risks to people that might result from hazardous air pollutant emissions. Locate residential development projects and projects categorized as sensitive receptors at adequate distances from existing and potential sources of hazardous emissions.

Siting decisions for hazardous emission sources and sensitive receptors have the potential to create land use conflicts. Common hazardous emission sources include freeways and high traffic roads, distribution centers, dry cleaners, gasoline stations, diesel engines, and auto body shops. Providing appropriate locations and separation for incompatible land uses for all types of development can minimize conflicts and promote economic growth. The ARB's Air Quality and Land Use Handbook provides suggestions for appropriate distances between sensitive uses and sources of hazardous emissions. The Handbook recognizes that local conditions should be considered in application of the guidelines. In addition, the City requires health risk assessments for projects with potential for exposure to significant amounts of toxic and hazardous emissions. Figure 12-1 establishes mobile source screening zones for which additional air quality analysis should be conducted when locating sensitive receptors within these areas.

- 12.6-I-2 Evaluate potential handling, storage, and transport of hazardous materials in new commercial and industrial developments to minimize public exposure to hazardous air pollutants.

Development projects that will handle, store, and transport hazardous materials require special consideration and evaluation to ensure that potential accidental releases will not impact the public.

- 12.6-I-3 Require construction and grading activities to incorporate particulate emissions reduction measures.

Particulate emissions are generated during construction activities from diesel engines used for most off-road equipment and from soil disturbance during site grading. This implementing policy supports the Bay Area Air Quality Management District's Clean Air Plan. Best management practices for construction and grading such as site watering, and use of diesel particulate filters are often required as mitigation measures in environmental documents and as standard conditions for projects requiring a grading plan.

- 12.6-I-4 Require all new wood-burning stoves and fireplaces to comply with EPA- and BAAQMD-approved standards and provide informational handouts outlining low-emission alternatives to wood-burning fireplaces.

Many homes in San Ramon are equipped with fireplaces, which are an important source of localized air pollution. Wood smoke released from fireplaces and wood stoves contains carbon monoxide, nitrogen dioxide, volatile organic compounds, and inhalable particulate matter (PM₁₀). Wood burning should be encouraged only in stoves and fireplaces designed to minimize air pollutants. The City promotes the BAAQMD's Winter Spare the Air Program that prohibits wood burning on days when air quality is unhealthy. The program also encourages residents to burn as cleanly as possible throughout the winter by using seasoned wood and cleaner burning alternatives such as natural gas fireplaces, EPA-certified wood heaters, and pellet stoves, and manufactured logs. Pacific Gas & Electric and the Hearth Products Association have offered incentives in the past in the form of cash rebates to encourage replacement of old wood-burning appliances with more efficient fireplaces and stoves. These incentives are determined annually and are not necessarily offered each year.

12.7 TRANSPORTATION ENHANCEMENT

GUIDING POLICIES

- 12.7-G-1 Invest in more efficient and effective transportation infrastructure, City fleet management and support for trip reduction programs to reduce traffic congestion, vehicle trips and the need for costly new or expanded roadways.

IMPLEMENTING POLICIES

- 12.7-I-1 The City shall encourage participation in feasible, affordable, innovative and flexible employer-based trip reduction programs for their employees.

The City of San Ramon qualified for the “Best Workplace for Commuters” for 2006. This means that the City met the National Standard of Excellence for commuter benefits, thereby cutting traffic and air pollution and improving the overall health and quality of life. The City leads by example with early implementation and demonstration of trip reduction programs. Current programs include: Guaranteed Ride Home, Vanpool Subsidies, Carpool Incentives, Transit Incentives, Student Transit Ticket Program, and Spare the Air participation. City departments with regular business hours can consider telecommuting programs and flexible work schedules so long as customer service is not affected.

- 12.7-I-2 City fleet vehicle operators shall be encouraged to develop and maintain a fiscally sound inventory and priority schedule to replace or convert existing conventional fuel vehicles with clean fuel vehicles as new vehicles are purchased and existing vehicles are retired from service.

The City of San Ramon has an active program to upgrade its fleet vehicles. San Ramon has been adding alternative fuel vehicles to its fleet since 1999. The San Ramon Public Services Department utilizes a fleet of 16 compressed natural gas-(CNG-) powered pick-up trucks to assist in maintaining public parks, streets, drainage, signals, lights, facilities, and landscaping. In addition, nine of the 14 vehicles that the City’s franchised garbage hauler uses to collect residential and commercial garbage, recyclables, and yard trimmings in San Ramon are CNG-powered. Natural gas vehicle fuel creates lower emissions than gasoline and diesel, including a 25-percent reduction in greenhouse gases. In 2013, the City completed installation of two Electric Vehicle (EV) charging stations, one at City Hall and one at the City Permit Center that provide additional support infrastructure for alternative fuel vehicles.

- 12.7-I-3 Encourage the development of state-of-the-art telecommunications infrastructure within the City, including satellite and neighborhood work centers for telecommuting to reduce vehicular commute travel and related emissions.

Encouraging alternative work environments will help reduce travel by automobile, thus reducing air pollution and traffic congestion. Improvements in telecommunications technology have made telecommuting more viable for larger numbers of employees and have lowered the cost.

- 12.7-I-4 Provide information to encourage the use of transportation modes that minimize motor vehicle use and the resulting air pollution and greenhouse gas emissions.

Reducing the reliance on automobiles will minimize air pollution in the City. The Traffic and Circulation Element includes policies to encourage Complete Streets, public transit and non-motorized modes of travel and coordination of the City’s Transportation Demand Management (TDM) programs with regional plans that are aimed at reducing traffic congestion and improving air quality.

- 12.7-I-5 Construct and promote infrastructure and facilities that support and encourages the use of low-emission transportation and alternative modes of travel, including a safe and comprehensive bicycle and pedestrian system that connects all parts of the City.

The increased use of low-emission vehicles is a cornerstone of implementing the State's air quality goals and strategy to reduce vehicle emissions that contribute to climate change. Electric vehicle, CNG and fuel cell technology infrastructure development is critical to the expanded use and continued success of these low emission vehicles. The City is in the position to continue to promote the development of this infrastructure as part of the City's Capital Improvement Program for City facilities and for private property based on new regulations for new development. The City should continue to review and refine its Zoning Ordinance and development standards for residential and commercial properties to ensure that opportunities for low emission vehicle infrastructure are considered as part of the design process and pursued where appropriate. Pre-wiring for single-family development should be assessed based on the nature of the development and installation standards for EV charging stations and similar technologies should be considered for commercial office, retail and multifamily development.

Additionally, programs that encourage people to walk, bicycle, carpool, and use public transit are more successful when infrastructure and facilities are in place that increase convenience and safety of using those modes. San Ramon has developed a wide variety of facilities at locations around the City that fulfill this policy. Examples include the San Ramon Transit Center, park and ride lots, and bike racks and lockers at the Transit Center. Complete Streets, bicycling and walking are key elements of San Ramon's circulation system. The City has an extensive network of bikeways, sidewalks, and trails that enhance neighborhood accessibility and help to reduce reliance on the private automobile. All new development is required to consider the bicycle and pedestrian system in their design.

12.8 ENERGY EFFICIENCY AND CONSERVATION

GUIDING POLICIES

- 12.8-G-1 Minimize air emissions and potential climate change impacts related to energy consumption in government operations and the community.

IMPLEMENTING POLICIES

- 12.8-I-1 Increase the use of energy conservation features, renewable sources of energy and low-emission equipment in new and existing development projects within the City.

Natural gas-burning appliances used for space heating, water heating, and cooking are a sizable source of NO_x and CO₂ emissions. Consumption of electricity also causes pollutant emissions from the operation of power plants fueled by fossil fuels. Reduction in local energy demand will reduce overall energy demand, which decreases the expediency for power plant construction. Local efforts to reduce energy consumption can save consumers money and improve air quality. Simple and cost-effective designs, technologies, and methods are available to achieve energy savings and reduce air pollutant emissions.

Air Quality and Greenhouse Gas

- 12.8-I-2 Encourage the use of solar-ready roofs into residential and commercial development. New residential development should include proper solar orientation (south-facing roof area sloped at 20° to 55° from the horizontal), clear access on the south sloped roof (no chimneys, heating vents, plumbing vents, etc.), electrical conduit installed for solar electric system wiring, plumbing installed for solar hot water systems, and space provided for a solar hot water storage tank. Roofs for commercial development should be designed to maximize potential area available for solar panels and provide electrical conduit to support future installation.

Photovoltaic solar panels and solar hot water systems are key measures for reducing greenhouse gas emissions from electrical power generation and from natural gas combustion for heating. Most commercial buildings have large roofs with surface area available for solar panel installation. Careful residential subdivision design is required to maximize the solar orientation of houses. The City also encourages passive solar designs that reduce cooling and heating requirements through building design features such as window locations that minimize direct sunlight during the summer, but allow direct sunlight during the winter, roof overhangs for shading, and low emissivity windows and blinds. Even partial shading of solar panels can greatly reduce the power generation. The roof design should avoid locating items such as chimneys and vents on areas of the roof with the best solar potential. The location of heating, ventilation, and cooling systems is important for both commercial and residential projects.

- 12.8-I-3 Promote urban forestry projects that shade buildings, homes, streets, pedestrian walkways, and urban core areas to reduce surface and ambient temperatures and reduce energy required for cooling.

San Ramon's Community Forestry Program was adopted in recognition that trees abate noise and air pollution, favorably modify micro-climates, reduce soil erosion and runoff, protect against flood hazards and risk of landslides, enhance the visual environment, encourage quality development, and provide a source of community pride. San Ramon's Landscape Design Standards require landscaping plans for nearly all development. In parking lots, canopy trees are required to be provided throughout the parking area at the equivalent of one tree for every four spaces, to provide shade. One tree for each 30 linear foot is required adjacent to residential areas. Trees that shade building roofs can reduce the area available for installation of solar panels. The shading potential of trees, accounting for long-term growth potential, should be considered for all projects installing solar panels.

- 12.8-I-4 Initiate and sustain on-going efforts with local water agencies, utility providers and developers to establish and implement voluntary incentive-based programs to encourage the use of energy and water efficient designs and equipment in new and existing development projects within the City.

PG&E and East Bay Municipal Utility District (EBMUD) offer incentives, rebates, and technical assistance to residents and businesses wanting to improve energy efficiency and reduce water use.

- 12.8-I-5 Reduce water use and the related energy use for treating and conveying potable water by developing standards requiring the use of reclaimed water and non-potable water sources for landscaping and construction activities including, but not limited to street sweeping and fugitive dust control, The development standards shall require new development areas that will be served with recycled water to be plumbed with a “purple pipe” system to facilitate the future use of recycled water.

Implementation of this standard shall be through the adoption of development regulations and standards such as the Zoning Ordinance and Grading Manual and shall include applicability thresholds based on project size and a waiver process when application of these standards are not practicable in the context of the site conditions, state and federal regulations, water quality regulations, the project size and scope, project impacts or environmental concerns.

EBMUD and the Dublin San Ramon Services District (DSRSD) jointly provide and distribute recycled municipal water in San Ramon through the San Ramon Valley Recycled Water Program (DERWA). At least half of the City's parks are currently using recycled water for irrigation. When completed, the program will supply approximately 2 million gallons per day (mgd) to parts of San Ramon, Danville, and Blackhawk. Future plans identify a network of recycled water lines serving the Bishop Ranch office park. Specific project requirements for the use or future use of “purple pipe” and reclaimed water for construction purposes shall be incorporated into the project's development conditions and permit requirements.

- 12.8-I-6 Support ongoing efforts with the Green Affordable Housing Coalition (GAHC), building industry, water and utility districts and the BAAQMD to promote enhanced energy conservation and sustainable building standards for new construction.

The City of San Ramon encourages sustainable building practices by providing New Residential Construction Green Building Guidelines that were prepared for Contra Costa County communities. Programs such as LEED certification operated by the U.S. Green Building Council, the Energy Star operated by EPA and the U.S. Department of Energy, and others provide developers with recognition for going above and beyond current standards. City staff participates on the Green Affordable Housing Coalition that provides information and outreach on green building to the affordable housing community.

- 12.8-I-7 Work with local water and energy utilities and the building industry to develop or revise City design standards relating to solar orientation, water use, landscaping, use of cool paving surfaces, parking lot shading and such other measures oriented towards reducing energy demand.

Measures and practices that have been proven effective over time can be incorporated as City design standards to provide consistent implementation and guidance to developers. Solar orientation can provide benefits from passive design features to solar power generation. Water conserving landscaping and irrigation systems are effective in reducing water demand. Measures such as using cool paving materials with higher reflectivity and shading parking lots can reduce ambient temperatures and cooling loads.

Air Quality and Greenhouse Gas

- 12.8-I-8 Provide recycling programs for construction and demolition debris, and for commercial and/or community recycling of plastic, paper, green waste, and food waste to reduce energy consumption and greenhouse gas emissions.

Recycling has been expanded to cover more and more types of materials to meet state recycling and diversion mandates. In addition, to extending the life of the landfill, recycling and diversion results in energy savings related to manufacturing of new items, transport of the waste, and reduced methane production from the decomposition of organic waste. San Ramon has many programs in place, including Composting of Residential Yard Trimmings, Composting of Residential Food Scraps and Soiled Paper, Home Composting Program, Curbside Recycling Program, Multi-Family Dwelling Recycling Program, Commercial Recycling Program, and City Facilities, Events, and Venues Recycling Program. San Ramon Municipal Code, Division B6, Chapters XIII and II, requires projects to divert at least 50 percent of waste from construction/demolition/remodel activities.

12.9 CLIMATE CHANGE

GUIDING POLICIES

- 12.9-G-1 Reduce the City's proportionate contribution of greenhouse gas emissions and the potential impact that may result in climate change from internal governmental operations and land use activities within its authority.

IMPLEMENTING POLICIES

- 12.9-I-1 Strive to reduce greenhouse gas emissions from its internal governmental operations and land use activities within its authority by 15 percent below 2008 levels by the year 2020 pending adoption of revised targets for the City's Climate Action Plan. The City will also work with the MTC to ensure that the City receives its proportionate fair share reduction in greenhouse gas emissions as may be identified under the provisions of SB 375 (2008 Chapter 728) for any projects or activities requiring approval by MTC.

The California Air Resources Board (ARB) Scoping Plan suggests that cities strive to achieve a 15 percent emission reduction from government operations and the overall community by 2020. As part of SB 375 implementation, the SB 375 Regional Targets Advisory Committee recommended approaches to set greenhouse gas reduction targets to the ARB in September 2009. The ARB adopted final regional targets on September 23, 2010. The City will work with the MTC to determine the City's proportionate fair share reduction of the regional targets. The results of this process could require revision of the City's internal greenhouse gas targets.

- 12.9-I-2 Keep current and maintain the City's adopted Climate Action Plan (CAP) as an implementation strategy of the General Plan 2035.

The CAP shall include an inventory of greenhouse gas emissions within the City. The CAP shall set out specific policies and actions to be undertaken by the City to reduce greenhouse gas emissions under the control of the City. The CAP targets

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will be updated as necessary during periodic reviews of the CAP based upon the potential of available sources for control, the feasibility of control implementation, and potential for funding to pursue implementation.

- 12.9-I-3 Conduct regular reviews of progress towards greenhouse gas emission reduction targets established by the City's CAP, reporting progress and revising the plan as needed to achieve the plan's objectives.

The Annual Progress Reports required for the General Plan by Government Code Section 65400(a)(2) also provides a suitable forum to address progress on CAP implementation. Under adaptive management, measures would be assessed periodically for effectiveness and revised or replaced as needed to improve the program.

- 12.9-I-4 Work with other local and regional governments to assess federal and state programs and their impact on greenhouse gas emissions and mitigation efforts.

Federal and state programs to reduce greenhouse gases often affect the same emission sources that will be targeted for reductions by the City. Work with other local and regional governments to ensure that its efforts enhance state and federal programs and are not duplicative.

- 12.9-I-5 Utilize tiered significance thresholds, as available, for the evaluation of project greenhouse gas emissions impacts, the preparation of project level greenhouse gas emission inventories, and the identification and application of mitigation.

The 2010 BAAQMD's 2010 CEQA thresholds were set aside by the Courts. The Appellate Court reinstated the BAAQMD's "significance thresholds" for evaluating air quality and GHG impacts under CEQA. It is unclear if this decision will be appealed to the California Supreme Court, but in the interim project level analysis and consistency with the CAP will be required to address project impacts.

- 12.9-I-6 Require businesses to minimize emissions of ozone-depleting compounds.

The City has adopted regulations to reduce the release of chlorofluorocarbons (CFCs) into the atmosphere from activities within the City of San Ramon. Municipal Code Title B Regulations, Chapter III Ozone-Depletion Control regulates these compounds. Article 1 prohibits the use of CFC-processed food packaging, and Article 2 regulates the use and recycling of CFCs in refrigeration or air conditioning units in buildings and motor vehicles, fire extinguishers, and building insulation.

List of Acronyms

List of Acronyms

AB:	Assembly Bill
ABAG:	Association of Bay Area Governments
ACS:	American Community Survey
ADA:	Americans with Disabilities Act
AMI:	Area Median Income
APS:	Alternative Planning Strategy
ARB:	Architectural Review Board
ARB:	California Air Resources Board
BAAQMD:	Bay Area Air Quality Management District
BACT:	Best Available Control Technology
BART:	Bay Area Rapid Transit
BAU:	business as usual
BMP:	Best Management Practice
BMR:	Below-Market Rate
CAL FIRE:	California Department of Forestry and Fire Protection
CALTRANS:	California Department of Transportation
CAP:	Climate Action Plan
CAR:	California Association of Realtors
CASA:	Community Assisted Shared Appreciation Program
CC&Rs:	Covenants, Conditions, and Restrictions
CCCTA:	Central Contra Costa Transit Authority
CCSP:	Crow Canyon Specific Plan

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CCTA:	Contra Costa Transportation Authority
CDBG:	Community Development Block Grant
CDFW:	California Department of Fish and Wildlife
CEPA:	California Environmental Protection Agency
CEQA:	California Environmental Quality Act
CERT:	Community Emergency Response Team
CFD:	Community Facilities District
CHAS:	Housing and Urban Development Comprehensive Housing Affordability Strategy
CHFA:	California Housing Finance Agency
CIP:	Capital Improvement Program
CIWMB:	California Integrated Waste Management Board
CMFNH:	California Multifamily New Homes
CMP:	Congestion Management Plan
CNEL:	Community Noise Equivalent Level
CNPS:	California Native Plant Society
CPTED:	Crime Prevention Through Environmental Design
CSA:	County Service Area
dB:	Decibel
dBA:	Decibel A-Weighted
DDS:	State Department of Developmental Services
DERWA:	Dublin San Ramon Services District and East Bay Municipal Utilities District Recycled Water Authority
DNL:	Day-Night Average Noise Level
DSRSD:	Dublin San Ramon Services District
DTSC:	Department of Toxic Substances Control, State of California

List of Acronyms

DU:	Dwelling Unit
EBMUD:	East Bay Municipal Utility District
EBRPD:	East Bay Regional Parks District
ECHO:	Eden Council for Hope and Opportunity
EDAC:	Economic Development Advisory Committee
EDSP:	Economic Development Strategic Plan
EIR:	Environmental Impact Report (CEQA)
EMF:	Electric and Magnetic Field
EPA:	United States Environmental Protection Agency
EV:	Electric Vehicle
FAR:	Floor Area Ratio
FCWCD:	Flood Control and Water Conservation District, Contra Costa County
FEMA:	Federal Emergency Management Agency
FHAA:	Fair Housing Amendment Act
FMR:	fair market rent
FY:	Fiscal Year
GAHC:	Green Affordable Housing Coalition
GHADs:	Geologic Hazard Abatement Districts
GHG:	greenhouse gas(es)
GME	Growth Management Element
GMI:	Gross Monthly Income
GMP:	Growth Management Program
GPRC:	General Plan Review Commission
GWP:	global warming potential
HAC:	Housing Advisory Committee

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HCD:	Housing and Community Development Department of the State of California
HCP:	Habitat Conservation Plan
HELP:	Housing Enabled by Local Partnerships
HFCs:	hydrofluorocarbons
HHW:	Household Hazardous Waste
HMDA:	Home Mortgage Disclosure Act
HOME:	Home Investment Partnership Act
HOV:	High Occupancy Vehicle
HUD:	Housing and Urban Development
I:	Interstate
JPA:	Joint Powers Agreement
LAFCo:	Local Agency Formation Commission
Ldn:	Day-Night Average Sound Level
LESA:	Land Evaluation and Site Assessment
LID:	Low Impact Development
LOS:	Level of Service
LUP:	Land Use Permit
MBTA:	Migratory Bird Treaty Act
mgd:	million gallons per day
MLS:	Multiple Listing Service
MMTCO₂e:	million metric tons of carbon dioxide equivalent
MOU:	Memorandum of Understanding
MTC:	Metropolitan Transportation Commission
MU:	Mixed Use
MUP:	Minor Use Permit

List of Acronyms

MVSD:	Mountain View Sanitary District
MWELO:	Model Water Efficient Landscape Ordinance
NCCP:	Natural Communities Conservation Plan
NCRSP:	North Camino Ramon Specific Plan
NIMS:	National Incident Management System
NPDES:	National Pollutant Discharge Elimination System
NWSP:	North West Specific Plan
OPR:	Office of Planning and Research
PCA:	Priority Conservation Area
PD:	Planned Development
PDA:	Priority Development Area
PFCs:	perfluorocarbons
PG&E:	Pacific Gas and Electric Company
PM:	particulate matter
ppb:	parts per billion
ppm:	parts per million
ppt:	parts per trillion
RCEB:	Regional Center of the East Bay
RCFE:	Residential Care Facilities for the Elderly
RCOD:	Resource Conservation Overlay District
RDA:	Redevelopment Agency
RFQ:	Request for Qualifications
RHNA:	Regional Housing Needs Allocation
RMI:	Regional Median Income
RTC:	Residential Traffic Calming Program

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RTP:	Regional Transportation Plan
SB:	Senate Bill
SCS:	Sustainable Communities Strategy
SDU:	second dwelling unit
SDU:	secondary dwelling unit
SEMS:	Standardized Emergency Management System
SHIA:	Supportive Housing Initiative Act
SOI:	Sphere of Influence
SQ. FT.:	Square Feet
SRO:	Single Room Occupancy
SRVFPD:	San Ramon Valley Fire Protection District
SRVUSD:	San Ramon Valley Unified School District
SWAT:	Southwest Area Transportation Committee
SWP:	State Water Project
TAC:	toxic air contaminant
TAC:	Transportation Advisory Committee
TDM:	Transportation Demand Management
TDR:	Transfer of Development Rights
TLC:	Transportation for Livable Communities
TOD:	Transit-Oriented Development
TSM:	Transportation Systems Management
TVAHC:	Tri-Valley Affordable Housing Committee
TVPOA:	Tassajara Valley Property Owners Association
TVTC:	Tri-Valley Transportation Council
UBC:	Uniform Building Code

List of Acronyms

UFC:	Uniform Fire Code
UGB:	Urban Growth Boundary
ULL:	Urban Limit Line
USFWS:	United States Fish and Wildlife Service
USGS:	United States Geological Survey
UST:	Underground Storage Tank
V/C:	volume to capacity ratio
VCSD:	Valley Community Services District
VMT:	vehicle miles traveled
VWM:	Valley Waste Management
ZA:	Zoning Administrator

Glossary

Glossary

360-degree design: An architectural design that relates to all adjacent buildings, including those on the side and rear as well as those facing the building.

Acres, Gross: A measure of total land area of any lot including streets, parks and other land dedications.

Acres, Net: The gross area of a site excluding:

1. All public and private streets, and streets, which provide primary and direct access to a public street.
2. Land which has been determined to be hazardous or unbuildable based on the City's grading ordinance or the Resource Management Division of the Zoning Ordinance.
3. Land within any existing or planned non-exclusive easement.
4. Schools and parks or other facilities dedicated for public use.

Affordable Housing: Housing that can be purchased or rented by a household with very low, low, or moderate income and based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30% of its gross monthly income (GMI) for housing, including utilities.

Agency: The governmental entity, department, office, or administrative unit responsible for carrying out regulations.

Agricultural Preserve: Land designated for agriculture or conservation (see "Williamson Act").

Agricultural Land: Land as identified by the California Department of Conservation Farmland Mapping and Monitoring Program.

Air Pollution: Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Alquist-Priolo Earthquake Fault Zoning Act, Earthquake Fault Zone: A seismic hazard zone designated by the State of California within which specialized geologic investigations must be prepared prior to approval of certain new development.

Ambient: Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air, and other environments.

Aquifer: An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

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Archaeological: Relating to the material remains of past human life, culture, or activities.

Architectural Review: Regulations and procedures requiring the placement and exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historical character, and/or style of surrounding areas.

Arterial: A major street carrying volumes of relatively high speed traffic from local and collector streets to and from freeways and other major streets. These streets have controlled intersections and generally provide limited direct access to abutting properties.

Assessment District; Benefit Assessment District: An area within a public agency's boundaries that receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no legal life of its own and cannot act by itself. It is strictly a financing mechanism for providing public infrastructure as allowed under the Streets and Highways Code. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefiting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

Basic Routes: All local roads not designated as Routes of Regional Significance.

Below-Market-Rate (BMR) Housing Unit: Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. The U.S. Department of Housing and Urban Development sets standards for determining which households qualify as "low income" or "moderate income."

Best Available Control Technology (BACT): The most stringent emission limit or control technique that has been achieved in practice that is applicable to a particular emission source.

Best Management Practices (BMP): The combination of conservation measures, structure, or management practices that reduces or avoids adverse impacts of development on adjoining site's land, water, or waterways, and waterbodies.

Bicycle Lane (Class II facility): A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility): A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility): A facility shared with pedestrians and motorists, identified only by signs, and having no pavement markings or lane stripes.

Bikeways: A term that encompasses bicycle lanes, bicycle paths and bicycle routes.

Glossary

Buffer Zone: An area of land separating two distinct land uses which acts to soften or mitigate the effects of one land use on the other.

Business Services: A subcategory of commercial land use which permits establishments primarily engaged in rendering services to other business establishments on a fee or contract basis; namely, advertising and mailing, building maintenance, personnel and employment services, management and consulting services, protective services, equipment rental and leasing, photo finishing, copying and printing, travel, and similar services.

California Housing Finance Agency (CHFA): A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low- and moderate-income housing.

Capital Costs: The cost of public improvements or facilities and major pieces of equipment (e.g. utility systems, major roads, communication facilities, and public buildings) that have a useful life of more than three years.

Capital Improvement Program (CIP): A program, administered by the City that schedules permanent improvements, usually for a minimum of five years into the future, to fit the projected fiscal capability of the City. The program generally is reviewed annually for conformance to and consistency with the General Plan.

Carbon Dioxide (CO₂): A colorless, odorless, non-poison gas that is a normal part of the atmosphere.

Carbon Monoxide (CO): A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Channelization: (1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete. (2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands that limit the paths that vehicles may take through the intersection.

Circulation Element: One of seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the planning and management of existing and proposed thoroughfares and transportation routes correlated with the Land Use Element of the General Plan.

City: City, with a capital "C," refers to the City of San Ramon; when used with a lower case "c" it means any city.

City Center: A central gathering place including civic, cultural, commercial, and social activities.

Climate Action Plan (CAP): It identifies programs and actions to reduce greenhouse gas emissions to meet the greenhouse gas reduction goal. Specifically, the CAP identifies the

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sources of greenhouse gas emissions and the sectors such as transportation, energy, and waste to be targeted for emissions reductions, and it provides emission reduction goals and strategies.

Clustered Development: Development in which a number of dwelling units are placed in closer proximity than typically permitted, or are attached, with the purpose of minimizing grading and retaining open space areas.

Collector Street: A street serving traffic movements between arterial and local streets, generally providing direct access to abutting properties.

Colluvium: Loose and incoherent deposits, usually at the foot of a slope or cliff and brought there chiefly by gravity.

Combined Sewer/Combination Sewer: A sewer system that carries both sanitary sewage and storm water runoff.

Commercial: A land use classification that permits facilities for the buying and selling of commodities and services.

Commercial Services: A classification of land uses intended to provide a broad range of services to the general public. Commercial services may include automobile sales and services, building materials, contractors' yards, warehousing, storage and similar uses as defined by local zoning regulations.

Community Care Facility: Senior housing licensed by the State Health and Welfare Agency, Department of Social Services, typically for residents who are frail and need supervision. Services normally include three meals daily, housekeeping, security and emergency response, a full activities program, supervision in the dispensing of medicine, personal services such as assistance in grooming and bathing, but no nursing care. Sometimes referred to as residential care or personal care. (See "Congregate Care.")

Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development on a formula basis for entitlement communities, and by the State Department of Housing and Community Development for non-entitled jurisdictions.

Community Facilities District: Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311, et. seq.), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL): A 24-hour energy equivalent level derived from a variety of single-noise events with weighing factors of 5 and 10 dBA applied to the evening (7:00 p.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) periods, respectively, to allow for the greater sensitivity to noise during these hours (see "L_{dn}").

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Community Redevelopment Agency: A local agency created under California Redevelopment Law, or a local legislative body which has elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans.

Complete Streets: Complete streets are designed and operated to enable safe and comfortable access for all users, particularly non-motorized modes. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

Congregate Care: Apartment housing, usually for seniors, in a group setting that includes independent living and sleeping accommodations in conjunction with shared dining and recreational facilities. (See "Community Care Facility.")

Conservation: The management of natural resources to prevent waste, destruction or neglect.

Consistent: Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a General Plan and implementation measures such as the Zoning Ordinance.

Covenants, Conditions, and Restrictions (CC&Rs): A term used to describe restrictive limitations which may be placed on a property and its use and which usually are made a condition of holding title or lease.

Creek: A natural stream of water normally smaller than and often tributary to a river, which may be shown on the Resource Management Map (Figure 8-3).

Cul-de-sac: A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

Cumulative Impact: As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

dB: Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA: The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing.

Dedication: The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used.

Dedication, In lieu of: Cash payments which may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

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Density: The number of residential dwelling units per acre of land. Densities specified in the General Plan are expressed in units per net developable acre.

Density Bonus: The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location.

Design Review: The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards.

Detention Dam/Basin/Pond: Facilities classified according to the broad function they serve, such as storage, diversion, or detention. Detention dams are constructed to retard flood runoff and minimize the effect of sudden floods.

Developer: An individual who, or business which, prepares raw land for the construction of buildings or builds or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development: The physical extension and/or construction of urban land uses. Development activities include but are not limited to: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetation cover (with the exception of agricultural activities). Routine repair and maintenance activities are not considered as “development.”

Development Fee: See “Impact Fee.”

Development Rights: The right to develop land by a landowner who maintains fee-simple ownership over the land or by a party other than the owner who has obtained the rights to develop. Such rights usually are expressed in terms of density allowed under existing zoning. For example, one development right may equal one unit of housing or may equal a specific number of square feet of gross floor area in one or more specified zone districts.

Dwelling Unit: One or more rooms with a single kitchen, designed for occupancy by one family for living and sleeping purposes.

Easement: The right to use property owned by another for specific purposes or to gain access to another property.

Easement, Conservation: A tool for acquiring open space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the landowner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land) or they may be restrictive rights (limiting the uses to which the landowner may devote the land in the future).

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Easement, Scenic: A tool that allows a public agency to use land for scenic enhancement, such as roadside landscaping or vista preservation.

Emission Standard: The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Endangered Species: A species of animal or plant whose prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Environmental Impact Report (EIR): A report that assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action.

Erosion: The loosening and transportation of rock and soil debris by wind, rain, or running water.

Exaction: A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Expansive Soils: Soils that swell when they absorb water and shrink as they dry.

Family: An individual or a group of persons living together who constitute a housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind.

Fault: A fracture in the earth's crust forming a boundary between rock masses that have shifted. An "active" fault is one that has had surface displacement within Holocene time (about the last 11,000 years). A "potentially active" fault is one that shows evidence of surface displacement during Quaternary time (the last 2 million years).

Federal Emergency Management Agency (FEMA): A federal agency that provides disaster relief when cities, counties, or the State cannot respond.

Finding(s): The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agencies and bodies to justify action taken by the entity.

Fire-resistive: Able to withstand specified temperatures for a certain period of time, such as a one-hour firewall; not fireproof.

Fiscal Year (FY): A twelve-month period used for accounting purposes by public and private entities. A fiscal year may have different beginning and ending dates than the calendar year. San Ramon uses a fiscal year that begins July 1 in one calendar year and ends June 30 of the following calendar year. Therefore, San Ramon's fiscal year is designated by a name that includes two calendar years; for example, FY 2000-2001 would be the fiscal year beginning July 1, 2000 and ending June 30, 2001.

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Flood, 100-Year: The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or 1%, chance of occurring in any given year.

Flood, Base: A 100-year flood that has a 1% likelihood of occurring in any given year.

Flood Insurance Rate Map (FIRM): For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the premium risk zones applicable to that community.

Flood Plain: The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a 1% chance of flooding in any given year, is designated as an area of special flood hazard by the Federal Insurance Administration.

Floor Area Ratio (FAR): The net floor area of a building or buildings on a lot/site divided by the gross lot area or site area.

Gateway: A point along a roadway at which a motorist gains a sense of having left one destination and of having arrived at a new and distinct destination.

Geologic Review: The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, and the potential for erosion and sedimentation.

Grasslands: Land reserved for pasturing or mowing, in which grasses are the predominant vegetation.

Groundwater: Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge: The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks, which provide underground storage ("aquifers").

Group Quarters: A residential living arrangement, other than the usual house, apartment, or mobile home, in which two or more unrelated persons share living quarters and cooking facilities.

Growth Management: The use by a community of a wide range of techniques that direct the amount, type, rate, and location of development desired by the community. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs.

Guidelines: General statements of policy direction for which specific details may be later established.

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Habitat: The physical location or type of environment in which an organism or biological population lives or occurs.

Habitat Conservation Plan (HCP): A Federal program that is designed to extend protection provided for endangered species to all sensitive habitat in a Planning Area.

Handicapped: A person determined to have a mobility impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate housing conditions.

Hazardous Material: Any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

High Occupancy Vehicle (HOV): Any vehicle other than a driver-only automobile (e.g., a vanpool, a bus, or two or more persons to a car).

Hillside: Land that is part of a hill between the summit and the foot with slopes of 10% or more.

Hillslope: Hillside.

Hilltop: Land that is the highest elevation at the crest of a hill.

Home Occupation: A commercial activity conducted solely by the occupants of a particular dwelling unit in a manner incidental to residential occupancy.

Household: All those persons, related or unrelated, who occupy a single housing unit. (See "Family.")

Housing Element: One of the seven State-mandated elements of a local general plan, it assesses the existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains adopted goals, policies, and implementation programs for the preservation, improvement, and development of housing. Under State law, Housing Elements must be updated every five years.

Housing Unit: The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law.

Impact: The effect of any man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee: A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the

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project will produce. California Government Code § 54990 specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Impervious Surface: Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Implementation: Actions, procedures, programs, or techniques that carry out policies.

Improvement: The addition of one or more structures or utilities on a vacant parcel of land.

Income Categories: The income limits for each income group are as follows:

1. **Extremely Low.** A household with an annual income usually no greater than 30% of the area median family adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development for the Section 8 housing program.
2. **Very Low:** A household with an annual income usually no greater than 50% of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development for the Section 8 housing program.
3. **Low:** A household with an annual income usually no greater than 80% of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development for the Section 8 housing program.
4. **Moderate:** A household with an annual income between the lower income eligibility limits and 120% of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development.
5. **Above-Moderate:** A household with an annual income above 120% of the County's area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development for the Section 8 housing program.

Industrial: The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Infill Development: Development of vacant land (usually individual lots or leftover properties) within areas that are already largely developed.

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Infrastructure: Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

In Lieu Fee: (See “Dedication, In lieu of.”)

Institutional Use: (1) Privately owned and operated activities that are institutional in nature, such as hospitals, museums, and schools; (2) churches and other religious institutions; and (3) other nonprofit activities of an education, youth, welfare, or philanthropic nature that cannot be considered a residential, commercial, or industrial activity. These uses in San Ramon are often referred to as “Public/Semipublic.”

Intermittent Stream: A stream that normally flows for at least 30 days after the last major rain of the season and is dry a large part of the year.

Landmark: A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, State, or federal government. A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

Landscaping: Planting, including trees, shrubs, and ground covers, suitably designed, selected, installed, and maintained permanently to enhance a site or roadway.

Landslide: A general term for a falling mass of soil or rocks.

Land Use: The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

L_{dn}: Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighing applied to night-time sound levels. The L_{dn} is approximately numerically equal to the CNEL for most environmental settings.

Lease: A contractual agreement by which an owner of real property (the lessor) gives the right of possession to another (a lessee) for a specified period of time (term) and for a specified consideration (rent).

L_{eq}: The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The L_{eq} is a “dosage” type measure and is the basis for the descriptions used in current standards, such as the 24-hour CNEL used by the State of California.

Linkage Fee: A program designed to offset the impact of employment on housing needs within a community, whereby project approval is conditioned on the provision of housing units or the payment of an equivalent in-lieu fee is a condition of project approval. The linkage program must establish the cause-and-effect relationship between a new commercial or industrial development and the increased demand for housing.

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Liquefaction: The transformation of loose, water-saturated, granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Local Agency Formation Commission (LAFCo): A commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and the merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. LAFCo members generally include two county supervisors, two city council members, and one member representing the general public.

Local Street: A street that primarily serves as access to abutting properties characterized by traffic with low speeds, low volumes and relatively short trip lengths.

Manufactured Housing: Houses that are constructed entirely in the factory, and which, since 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards under the administration of the U.S. Department of Housing and Urban Development. (See "Mobile Home" and "Modular Unit.")

Median Income; Area Median Income: As used in State of California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development. "Area" means metropolitan area or non-metropolitan county.

Median Strip: The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mitigation: A specific action taken to reduce environmental impacts. Mitigation measures are required as a component of an environmental impact report (EIR) if significant measures are identified.

Mitigation Measures: Action taken to avoid, minimize, or eliminate environmental impacts. Mitigation includes: avoiding the impact altogether by not taking a certain action or parts of an action; minimizing impacts by limiting the degree or magnitude of the action and its implementation; rectifying the impact by repairing, rehabilitating, or restoring the affected environment; reducing or eliminating the impact over time by preservation and maintenance during the life of the action; and compensating for the impact by repairing or providing substitute resources or environments.

Mixed-use: Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design.

Mobile Home: A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with

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wheels removed and skirted, in a mobile home park under a lease with a minimum period of one year. (See “Manufactured Housing” and “Modular Unit.”)

Modular Unit: A factory-fabricated, transportable building or major component designed for use by itself or for incorporation with similar units on-site into a structure for residential, commercial, educational, or industrial use. A modular unit does not have any chassis for future movement. (See “Mobile Home” and “Manufactured Housing.”)

Motel: A structure in which there are five or more guest rooms or suites where lodging with or without meals is provided for compensation. Quite often provision is made for cooking in individual guest rooms or suites. (See “Hotel.”)

National Ambient Air Quality Standards: The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Flood Insurance Program: A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act: A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and which authorized grants-in-aid for preserving historic properties.

National Register of Historic Places: The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Natural Communities Conservation Plan (NCCP): A plan that identifies sensitive habitats within a rural development area and directs the preparation of a program to mitigate the impacts of rural development on the habitats.

Net Present Value (NPV): A future dollar amount discounted to a dollar amount of the value current in Fiscal Year 2010-2011. (See definition of fiscal year.) Discounting reflects the fact that a dollar in hand is worth more than a dollar anticipated at some future time.

Nitrogen Oxide(s): A reddish brown gas that is a byproduct of combustion and ozone formation processes. Often referred to as NO_x , this gas gives smog its “dirty air” appearance.

Noise: Sounds or a series of sounds that are undesirable, intrusive, irritating, and/or disruptive to daily life. (From Noise Element Pg. 10-1)

Noise Attenuation: Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour: A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the $60 L_{dn}$ contour (measured in dBA) require noise attenuation in residential development.

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Non-attainment: The condition of not achieving a desired or required level of performance and frequently used in reference to air quality.

Office: General business offices, medical and professional offices, administrative offices or headquarters for large wholesaling or manufacturing operations, and research and development. Examples of office use include architectural, computer software consulting, data management, engineering, interior design, graphic design, real estate, insurance, investment, and legal services.

Open Space: Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Overlay: A land use designation on the Land Use Map or a zoning designation on a zoning map, which modifies the basic underlying designation in some specific manner.

Ozone: A tri-atomic form of oxygen (O₃) created naturally in the upper atmosphere by a photochemical reaction with solar ultraviolet radiation. In the lower atmosphere, ozone is a recognized air pollutant that is not emitted directly into the environment, but is formed by complex chemical reactions between oxides of nitrogen and reactive organic compounds in the presence of sunlight, and becomes a major agent in the formation of smog.

Paratransit: Refers to transportation services that operate vehicles, such as buses, jitneys, taxis, and vans, for senior citizens and/or mobility-impaired persons.

Parcel: A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parking Area, Shared: A public or private parking area used jointly by two or more uses.

Parking Area, Public: An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parking Ratio: The number of parking spaces provided per gross floor area, gross square feet, or the number of beds or bedrooms in a residence.

Parks: Land facilities whose primary purpose is recreation.

Peak Hour/Peak Period: For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours duration.

Performance Standards: Regulations that manage development within San Ramon by identifying growth standards that all new developments must meet.

Planning Area: The area which, in a planning agency's judgment, bears relation to a city or county's planning needs. This area may extend outside the city or county's boundaries. The

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planning area is established as part of the preparation of a general plan or amendment for a city or county.

Policy: A specific statement of principle or of guiding or implementing actions which implies clear commitment.

Pollutant: Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose.

Pollution: The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Preserve: An area in which beneficial uses in their present condition are protected, such as, a nature preserve or an agricultural preserve.

Professional Offices: Buildings providing offices for professional or consulting services in the fields of law, medicine, architecture, design, engineering, accounting, and similar professions, but not including financial institutions or real estate or insurance offices.

Public and Semi-public Facilities: Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

Special Status Species: A species of animal or plant that, in the judgment of the resource agencies, trustee agencies, and certain non-governmental organizations, warrant special consideration in the CEQA process.

Reclamation: The reuse of resources, usually those present in solid wastes or sewage.

Recreation, Active: A type of recreation or activity which requires the use of organized play areas including, but not limited to, softball, baseball, football, and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive: Type of recreation or activity which does not require the use of organized play areas.

Recycle: The process of extraction and reuse of materials from waste products.

Redevelopment (public): New or replacement development undertaken to reduce or eliminate blighted conditions and to encourage private investment in designated "redevelopment project areas." In California, public redevelopment is funded largely through the sale of bonds, with the retirement of the bonded debt paid for by the increases in real property taxes on project area lands resulting from improvements prompted by the combination of public and private reinvestment in the area. Redevelopment can be financed completely independently of a city's General Fund operating revenues, but cities may allocate some operating revenues to assist redevelopment and/or target operating revenues to focus on redevelopment areas. Redevelopment may also be spurred by grants from Federal and State governments and sometimes private sources.

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Regional: Pertaining to activities or economies at a scale greater than that of a single jurisdiction and affecting a broad homogeneous area.

Residential: Land designated in the General Plan and Zoning Ordinance for buildings consisting of dwelling units. May be vacant or unimproved. (See “Dwelling Unit.”)

Residential, Multiple-Family: Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single-Family: A single dwelling unit on a building site.

Resource Management Area: An area established to protect and preserve hillsides, creeks, and ridgelines (see Figure 8-3).

Richter Scale: A measure of the size or energy release of an earthquake at its source. The scale is logarithmic, meaning that the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

Rideshare: A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.

Ridge: An elongated crest or series of crests of a hill.

Ridgeline: A ground line located at the highest elevation of and running parallel to the long axis of the ridge.

Ridge Centerline: Ridgelines shown on the Resource Management Map (Figure 8-3), unless the San Ramon Planning Commission approves a more precise delineation, based on topographic maps with contours of land shown at intervals of not more than ten feet.

Right-of-way: The strip of land over which certain transportation and public use facilities are built, such as roadways, railroads, and utility lines.

Riparian Lands: Lands which are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near fresh water.

Riparian Vegetation: Vegetation associated with any water-course which requires or tolerates moisture in excess of that available in adjacent uplands.

Routes of Regional Significance: Roadways which generally serve as a means of travel across Contra Costa County, or between Contra Costa County and adjacent counties.

Runoff: That portion of rain or snow which does not percolate into the ground and is discharged into streams instead.

Sanitary Sewer: A system of subterranean conduits which carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems

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(which carry surface water) and septic tanks or leech fields (which hold refuse liquids and waste matter on-site). (See “Combined Sewer” and “Septic System”.)

Scenic Highway Corridor: The visible area outside of a highway’s right-of-way, generally described as “the view from the road.”

Scenic Highway/Scenic Route: A highway, road, or street which, in addition to its transportation function, provides opportunities for the enjoyment of natural and man-made scenic resources and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest. The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising. Until the mid-1980s, general plans in California were required to include a Scenic Highways Element.

School District Lands: Properties owned by public school districts and used for educational, recreational, and administrative purposes.

Second Unit: A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot.

Section 8 Rental Assistance Program: A federal (HUD) rent-subsidy program which is the main source of federal housing assistance for low-income households. The program operates by providing “housing assistance payments” to owners, developers, and public housing agencies to make up the difference between the “Fair Market Rent” of a unit (set by HUD) and the household’s contribution toward the rent, which is calculated at 30% of the household’s adjusted gross monthly income. “Section 8” includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Seismic: Caused by or subject to earthquakes or earth vibrations.

Senior Housing: Typically one- and two-bedroom apartments designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them. (See “Congregate Care.”)

Seniors: Persons age 60 and older.

Septic System: A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. (See “Sanitary Sewer.”)

Setback Line: A line within a lot parallel to a corresponding lot line, which is the boundary of any specified front, side, corner side or rear yard, or the boundary of any public right-of-way whether acquired in fee, easement or otherwise, or a line otherwise established to govern the location of buildings, structures or uses. Where no minimum front, side, corner side, or rear yards are specified, the setback line shall be coterminous with the corresponding lot line. The line is a horizontal distance measured from the respective property line.

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Shared Living: The occupancy of a dwelling unit by persons of more than one family in order to reduce housing expenses and provide social contact, mutual support, and assistance.

Shopping Center: A group of commercial establishments, planned, developed, owned, or managed as a unit, with off-street parking provided on the site.

Sign: Any representation (written or pictorial) used to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or manmade landscape.

Significant Effect: A beneficial or detrimental impact on the environment as defined by CEQA. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Siltation: (1) The accumulating deposition of eroded material, or (2) the gradual filling in of streams and other bodies of water with sand, silt, and clay.

Single-family Dwelling, Attached: A building containing two dwelling units with each unit having its own foundation on grade.

Single-family Dwelling, Detached: A building containing one dwelling unit on one lot.

Site: A parcel or group of parcels of land used or intended for one use or a group of uses.

Slope: Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil: The unconsolidated material on the immediate surface of the earth created by natural forces that serves as the natural medium for growing land plants.

Solid Waste: Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood. Organic wastes and paper products comprise about 75% of typical urban solid waste.

Special Needs Groups: As per State law, the needs of six groups need to be addressed in the housing element. These include homeless persons, single parent households, migrant farm workers, senior citizens, disabled persons, and large households (five or more people). These six groups have been identified as having needs that would not normally be met.

Specific Plan: A plan that provides detailed design and implementation tools for a specific portion of the area covered by a general plan. A specific plan may include all regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any general plan element(s).

Sphere of Influence: The probable ultimate physical boundary and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Glossary

Storm Runoff: Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water. Also referred to as “urban runoff.”

Subdivision: The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. Subdivision includes a condominium project as defined in Section 1350 of the California Civil Code.

Subsidence: The gradual sinking of land as a result of natural or artificial causes. (See “Settlement.”)

Substandard Housing: Residential dwellings which, because of their physical condition, do not provide safe and sanitary housing.

Tax Increment: Additional tax revenues that result from increases in property values within a redevelopment area. State law permits the tax increment to be earmarked for redevelopment purposes but requires at least 20% to be used to increase the supply of very low- and low-income housing.

Traffic Demand Forecasting Model: A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See “Trip.”)

Transit: The conveyance of persons or goods from one place to another by means of a local, public transportation system. (See “Transit, Public.”)

Transit-dependent: Refers to persons unable to operate automobiles or other motorized vehicles, or those who do not have access to or own motorized vehicles. Transit-dependent citizens must rely on transit, Para-transit, or owners of private vehicles for transportation. Transit-dependent citizens may include the young, the elderly, and the poor.

Transit, Public: A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called “Mass Transit.”

Transportation Demand Management (TDM): A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to: (1) reduce the number of persons per vehicle; (2) reduce the number of persons who drive alone on the roadway during the commute period; and (3) increase the use of carpools, vanpools, buses and trains, and walking and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM): A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on utilizing existing highway and transit systems more efficiently rather than expanding them. TSM measures are

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characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trip: A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one “production end” (origin, often from home, but not always), and one “attraction end” (destination). (See “Traffic Demand Forecasting Model.”)

Trip Generation: The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use of a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Uniform Building Code: A national, standard building code which sets forth minimum standards for construction.

Uniform Housing Code: State housing regulations governing the condition of habitable structures with regard to health and safety standards and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

Urban Growth Boundary (UGB): The line within which all urban development is to be contained.

Urban Land: An urban land is an area with an increased density of human-created structures in comparison to the areas surrounding it. An urban area is more frequently called a city or town.

Urban Limit Line (ULL): A boundary, sometimes parcel-specific, located to mark the outer limit beyond which urban development will not be allowed. It has the aim of discouraging sprawl by containing development during a specific period. Its location may be modified over time.

Urban Services: Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urban area.

Use: The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged as per the City’s Zoning Ordinance and General Plan land use designation.

Use Permit: The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

Utility Corridors: Right-of-way or easements for utility lines on either publicly or privately owned property. (See “Right-of-way” or “Easement.”)

Vacant: Lands or buildings which are not actively used for any purpose.

Glossary

Variance: A departure from any provision of the zoning requirements for a specific parcel, except use, without changing the Zoning Ordinance or the underlying zoning of the parcel. A variance usually is granted only upon demonstration of hardship based on the peculiarity of the property in relation to other properties in the same zoning district.

Vehicle Miles Traveled (VMT): A unit to measure vehicle travel made by a private vehicle, such as an automobile, van, pickup truck, or motorcycle. Each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle.

View Corridor: The line of sight (identified as to height, width, and distance) of an observer looking toward an object that is significant to the community (e.g., ridgeline, river, historic building, etc.); the route that directs the viewer's attention.

Viewshed: The area within view from a defined observation point.

Volume-to-Capacity Ratio: A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as v/c . At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See "Peak Hour" and "Level of Service.")

Warehousing Use: A use engaged in storage, wholesale, and distribution of manufactured products, supplies, and equipment, excluding bulk storage of materials which are inflammable or explosive or which present hazards or conditions commonly recognized as offensive.

Wastewater Irrigation: The process by which wastewater that has undergone appropriate treatment is used to irrigate land.

Watercourse: Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been canalized, but does not include manmade channels, ditches, and underground drainage and sewer systems.

Watershed: The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse which drains into a lake, reservoir, bay or ocean.

Wetlands: Either transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or land that is covered by shallow water.

Williamson Act: Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a ten-year contract between an owner of land and (usually) a county whereby the land is taxed on the basis of its agricultural use rather than the market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

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Zero Lot Line: A detached single-family unit distinguished by the location of one exterior wall on a side property line.

Zone, Interim: A zoning designation that temporarily reduces or freezes allowable development in an area until a permanent classification can be fixed; generally assigned during general plan preparation to provide a basis for permanent zoning.

Zone, Traffic: In a traffic model, land areas are divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Zoning: The division of a city by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning District: A designated section of the City for which prescribed land use requirements and building and development standards are uniform.

Zoning, Incentive: The awarding of bonus credits to a development in the form of allowing more intensive use of land if public benefits, such as preservation of greater-than-the-minimum required open space, provision for low- and moderate-income housing, or plans for public plazas and courts at ground level, are included in the project.

Zoning, Inclusionary: Regulations which increase housing choice by providing the opportunity to construct more diverse and economical housing to meet the needs of low- and moderate-income families. Often such regulations require a minimum percentage of housing for low- and moderate-income households in new housing developments and in conversions of apartments to condominiums.

Acknowledgments

Acknowledgments

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October 24, 2018

Debbie Chamberlain, Director
Community Development Department
City of San Ramon
2401 Crow Canyon Road
San Ramon, CA 94583

Dear Debbie Chamberlain:

RE: City of San Ramon's 5th Cycle (2015-2023) Draft Housing Element Update

Thank you for submitting San Ramon's draft housing element update received for review on September 7, 2018, along with revisions received on October 10, 15, and 19, 2018. Pursuant to Government Code, section 65585, subdivision (b), the Department of Housing and Community Development (HCD) is reporting the results of its review. Our review was facilitated by a telephone conversation on September 24, 2018.

As you know, the city's element was found in compliance on May 11, 2015. The proposed replacement of sites including redesignation and rezoning will not adversely impact the current compliance status of the city's housing element. As a result, the element will continue to comply with state housing element law (Government Code, Article 10.6) once the draft and revisions are adopted and submitted to HCD pursuant to GC section 65585, subdivision (g).

Public participation in the development, adoption and implementation of the housing element is essential to effective housing planning. Throughout the housing element process, the city must continue to engage the community, including organizations that represent lower-income and special-needs households, by making information regularly available while considering and incorporating comments where appropriate.

Several federal, state, and regional funding programs consider housing element compliance as an eligibility or ranking criteria. For example, CalTrans Senate Bill (SB) 1 Sustainable Communities grants; the Strategic Growth Council; HCD's Affordable Housing and Sustainable Communities programs; and the upcoming SB 2 Planning grant as well as ongoing SB 2 funding consider housing element compliance and/or annual reporting requirements pursuant to Gov. Code section 65400.

Debbie Chamberlain, Director
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HCD appreciates the diligent efforts of the city to maintain an adequate inventory of capacity to accommodate housing needs and looks forward to receiving San Ramon's adopted housing element. If you have any questions or need additional technical assistance, please contact Hillary Prasad, of our staff, at (916) 263-1784.

Sincerely,

A handwritten signature in blue ink, appearing to read "Zachary Olmstead", with a long horizontal line extending to the right.

Zachary Olmstead
Deputy Director