

RESOLUTION NO. 2017-129

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN RAMON
PUBLIC HEARING: FINDING THE SAN RAMON IRON HORSE TRAIL
BICYCLE/PEDESTRIAN OVERCROSSING PROJECT (CIP NOS. 5530 AND 5531) AT
BOLLINGER CANYON ROAD AND CROW CANYON ROAD CONSISTENT WITH
THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND ADOPTING THE
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS 17-250-004)
FOR THE PROJECT**

WHEREAS, the San Ramon Iron Horse Trail Bicycle/Pedestrian Overcrossings Project (Project) at Bollinger Canyon Road and Crow Canyon Road is part of the City of San Ramon's Capital Improvement Program (CIP Nos. 5530 and 5531) and will improve access and safety for bicyclists and pedestrians along the Iron Horse Regional Trail, and to create a more pedestrian-friendly environment at the Bollinger Canyon Road and Crow Canyon Road crossings within the City of San Ramon; and

WHEREAS, since 2007, the City of San Ramon has led the effort to study the feasibility of constructing Bicycle/Pedestrian Overcrossings along the Iron Horse Trail at two locations - Bollinger Canyon Road and Crow Canyon Road. Grant funds have been used to complete all Studies to date; and

WHEREAS, in 2009, the San Ramon Valley Iron Horse Trail Bicycle/Pedestrian Corridor Concept Plan was approved. The Corridor Concept Plan, Phase I of the Project, studied the feasibility of integrating a series of proposed bicycle/pedestrian overcrossings along the Iron Horse Trail with adjacent transit and pedestrian-oriented land uses. The Plan included the development and evaluation of alternative concepts, feasibility, and costs; and

WHEREAS, as the lead agency for the Corridor Concept Plan, the City developed a Scope of Work, circulated a Request for Proposals (RFP), facilitated an oral board with agency staff members, and ultimately selected a consultant to lead the study. Callendar Associates was selected to lead the consultant team and worked in collaboration with the Town of Danville, East Bay Regional Park District (EBRPD), Contra Costa County, and the Contra Costa Transportation Authority (CCTA); and

WHEREAS, a Project Development Team (PDT) was formed and included staff members from San Ramon, Town of Danville, Contra Costa County, EBRPD and CCTA. A total of five PDT meetings were held, with final report completed in June 2009; and

WHEREAS, a Community Input Meeting was held on October 16, 2007 at the San Ramon Community Center. The Community Meeting was an opportunity to inform attendees of the Corridor Concept Plan, Project development, and gather input, suggestions and concerns of the Project; and

WHEREAS, the final San Ramon Valley Iron Horse Trail Bicycle/Pedestrian Corridor

Concept Plan was completed in June 2009. The report includes the following: Executive Summary, Overview and Background, Project Benefits, Planning Process, Project Considerations, Case Studies, Trail Crossing Concepts and potential funding sources; and

WHEREAS, on November 12, 2013, City Council approved Resolution No. 2013-102 authorizing the Mayor to Execute a contract between the City of San Ramon and Biggs Cardosa Associates, Inc. to implement Phase Two - Community Engagement/Outreach and Preliminary Design for the Iron Horse Trail Overcrossing at Bollinger Canyon Road and Crow Canyon Road, in an amount not to exceed \$200,700; and

WHEREAS, the Community Engagement/Outreach and Preliminary Design Component included presentations and updates to the City Council on October 28, 2014, January 27, 2015, and April 28, 2015; and

WHEREAS, the Community Engagement component included implementation of the City of San Ramon on-line Open Government survey - residents and the community at-large had an opportunity to provide comments and feedback on the architecture of 21 bridge design concepts; and

WHEREAS, the Community Engagement component included an on-line survey for the public to provide input and feedback on proposed bridge design renderings. The on-line survey was available October 30, 2014 through, December 31, 2014, and again from January 28, 2015 through April 7, 2015; and

WHEREAS, the Community Engagement component included attendance at three San Ramon Farmers Markets; and

WHEREAS, the Community Engagement component included the installation of signage along the Iron Horse Trail informing the public to provide comment/feedback on the 21 bridge design renderings; and

WHEREAS, on January 30, 2015, the Project was presented at the Mayors' Breakfast; and

WHEREAS, on February 2, 2015, the Project was presented to the Planning Commission; and

WHEREAS, on February 6, 2015, the City received input from EBRPD; and

WHEREAS, on February 9, 2015, the Project was presented to the Open Space Advisory Committee; and

WHEREAS, on February 11, 2015, the Project was presented to the Parks Commission; and

WHEREAS, on February 11, 2015, the Project was presented to the Economic Development Advisory Committee; and

WHEREAS, on February 17, 2015, the Project was presented to the Teen Council; and

WHEREAS, on February 19, 2015, the Project was presented to the Transportation Advisory Committee; and

WHEREAS, on February 20, 2015, the Project was presented to the San Ramon Unified School District Liaison Committee; and

WHEREAS, on March 2, 2015, the Project was presented to the Contra Costa County Board of Supervisors Water, Infrastructure, and Transportation Subcommittee; and

WHEREAS, on March 12, 2015, the Project was presented to the Architectural Review Board; and

WHEREAS, on March 16, 2015, the Project was presented to the Transportation Demand Management Advisory Committee; and

WHEREAS, on March 18, 2015, the Project was presented to the Arts Advisory Committee; and

WHEREAS, on April 6, 2015, the Project was presented to the Senior Advisory Committee; and

WHEREAS, on April 27, 2015, the Project was presented to Sunset Development; and

WHEREAS, on June 23, 2015, the Project was presented to the Chamber of Commerce; and

WHEREAS, the Community Engagement/Preliminary Design Phase included the creation of a "Poster Board" with 21 different bridge design renderings; and

WHEREAS, on March 19, 2015, the Poster Board was displayed at the Chamber of Commerce Business Expo; and

WHEREAS, on March 23, 2015, the Poster Board was displayed at Government 101 Planning/Community Development Presentation at the Permit Center; and

WHEREAS, on March 24, 2015 through March 27, 2015, the Poster Board was displayed at the San Ramon Community Center; and

WHEREAS, on March 30, 2015 through April 1, 2015, the Poster Board was displayed at City Hall; and

WHEREAS, on April 1, 2015 through April 3, 2015, the Poster Board was displayed at the Dougherty Station Community Center; and

WHEREAS, on April 3, 2015 through April 6 2015, the Poster Board was displayed at the Permit Center; and

WHEREAS, on July 14, 2015, the City Council selected bridge options for Bollinger Canyon Road and one option for Crow Canyon Road

- Option 1-A: Cable-Stayed main span with main tower on the south side of Bollinger Canyon Road
- Option I - Tied Arch at Crow Canyon Road; and

WHEREAS, at the July 14, 2015 Council meeting, the City Council accepted the Final Report for Community Engagement/Outreach component of the Iron Horse Trail Bicycle/Pedestrian Overcrossing Project and selected final Bicycle/Pedestrian Overcrossings for Bollinger Canyon Road and Crow Canyon Road; and

WHEREAS, in 2014, the Metropolitan Transportation Commission (MTC) gave CCTA the responsibility to carry out the Priority Development Area (PDA) Planning Grant Program. To implement the Program, CCTA released a Request for Qualifications for on-call consultant teams to support the PDA Grant Program; and

WHEREAS, the City of San Ramon submitted a request for a PDA Planning Grant to be used for the Environmental Analysis phase of the Iron Horse Trail Bicycle/Pedestrian Overcrossing Project; and

WHEREAS, in September 2014, CCTA approved the City's request for a PDA Grant in the amount of \$150,000 to initiate the Environmental Phase of the Project; and

WHEREAS, in January 2015, CCTA assigned consultant firm, Arup, to provide the overall project management for the San Ramon Bicycle/Pedestrian Overcrossing Environmental Phase, with LSA Associates, Inc., leading the preparation of the Environmental Document; and

WHEREAS, LSA Associates, Inc. has led the effort to conduct the Environmental Analysis including the preparation of the Environmental Document for the Project; and

WHEREAS, in 2016, the Environmental Phase of the Project began. The Initial Study/Mitigated Negative Declaration (IS/MND) evaluated the potential environmental impacts anticipated to result from construction and operation of the proposed San Ramon Iron Horse Trail Bicycle/Pedestrian Overcrossings Project; and

WHEREAS, in accordance with Section 15074 of the California Environmental Quality Act (CEQA) Guidelines, prior to approving a project, the decision-making body of the lead agency shall consider the proposed environmental document together with any comments received during the public review process; and

WHEREAS, the Draft IS/MND was available for public review pursuant to CEQA

Guidelines Section 15073, and comment from August 29, 2017 through October 9, 2017, and again from October 27, 2017 through November 28, 2017; and

WHEREAS, pursuant to Section 15072(b)(1) to the California Environmental Quality Act Guidelines, in response to the number of properties within the area covered by the draft Iron Horse Trail Bicycle/Pedestrian Overcrossing Project (CIP Nos. 5530 and 5531), the Notice of Intent to adopt the Initial Study/Mitigated Negative Declaration and notice of the Public Hearing was published in the East Bay Times on September 8, 2017 and October 27, 2017, and made available to interested parties on the City's webpage; and

WHEREAS, a Community Workshop was held on September 12, 2017 to receive comments on the IS/MND. A total of seven (7) comment letters were received on the IS/MND; verbal comments and two (2) comment cards were also received at the Community Workshop; and

WHEREAS, on November 28, 2017, the City Council held a duly noticed Public Hearing on the Iron Horse Trail Bicycle/Pedestrian Overcrossing Project (CIP Nos. 5530 and 5531) Initial Study/Mitigated Negative Declaration, at which time the staff report, plans, and other pertinent documents, and public testimony relating to the proposed Plan and Initial Study/Mitigated Negative Declaration (IS 17-250-004) were heard and considered; and

WHEREAS, the IS/MND adequately and thoroughly assesses the environmental impacts associated with the Project and with incorporation of the recommended Mitigation Measures, there is no substantial evidence in the record that the proposed Project will result in significant impacts to the environment.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of San Ramon in exercising its independent judgment and based upon all the evidence in the record, including but not limited to all application materials, the IS/MND for the proposed Project, the written and oral staff reports, oral and written comments received by the City, and written responses to the public comments finds and determines as follows:

1. The recitals above are true and correct and are incorporated herein by reference.
2. The custodian of the documents described above constituting the record is the Public Works Department - Transportation Services Division. The documents are located at the offices of the City of San Ramon, 2401 Crow Canyon Road, San Ramon, CA 94583.
3. The IS/MND is in compliance with CEQA Guidelines, including but not limited to Sections 15070, 15072, 15073 and 15074, and all comments to the Initial Study/Mitigated Negative Declaration and correspondences received during the public review period have been considered by this Council.
4. Based on the review of IS/MND and the analysis contained within, the following are found to be true and correct:

and Reporting Program to demonstrate that the required Mitigation Measure have been implemented.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City of San Ramon City Council adopts the Initial Study /Mitigated Negative Declaration for the proposed San Ramon Iron Horse Trail Bicycle Pedestrian Overcrossings Project.

PASSED, APPROVED, AND ADOPTED at the meeting of November 28, 2017 by the following votes:

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

NOES:

ABSENT:

ABSTAIN:



Bill Clarkson, Mayor

ATTEST


Refée Beck, City Clerk

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

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

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

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

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

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

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

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

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

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

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

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

Submitted to:

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

Prepared by:

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



January 2018

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- Appendix A: Air Quality Emissions Data
- Appendix B: Phase I Environmental Site Assessment
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PROJECT DESCRIPTION

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

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

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

A. PROJECT SITES

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

1. Regional and Local Context

The project sites are located along the existing Iron Horse Trail alignment¹ within the City of San Ramon, Contra Costa County. The trail is approximately 32 miles in length and connects Concord to the north and Pleasanton to the south, passing through the communities of San Ramon, Danville, Alamo, Walnut Creek, and Pleasant Hill. The multi-use trail consists of a generally 10- to 20-foot-wide paved surface and is open primarily to bicycles and pedestrians, although equestrians do use portions of the trail.

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

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

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

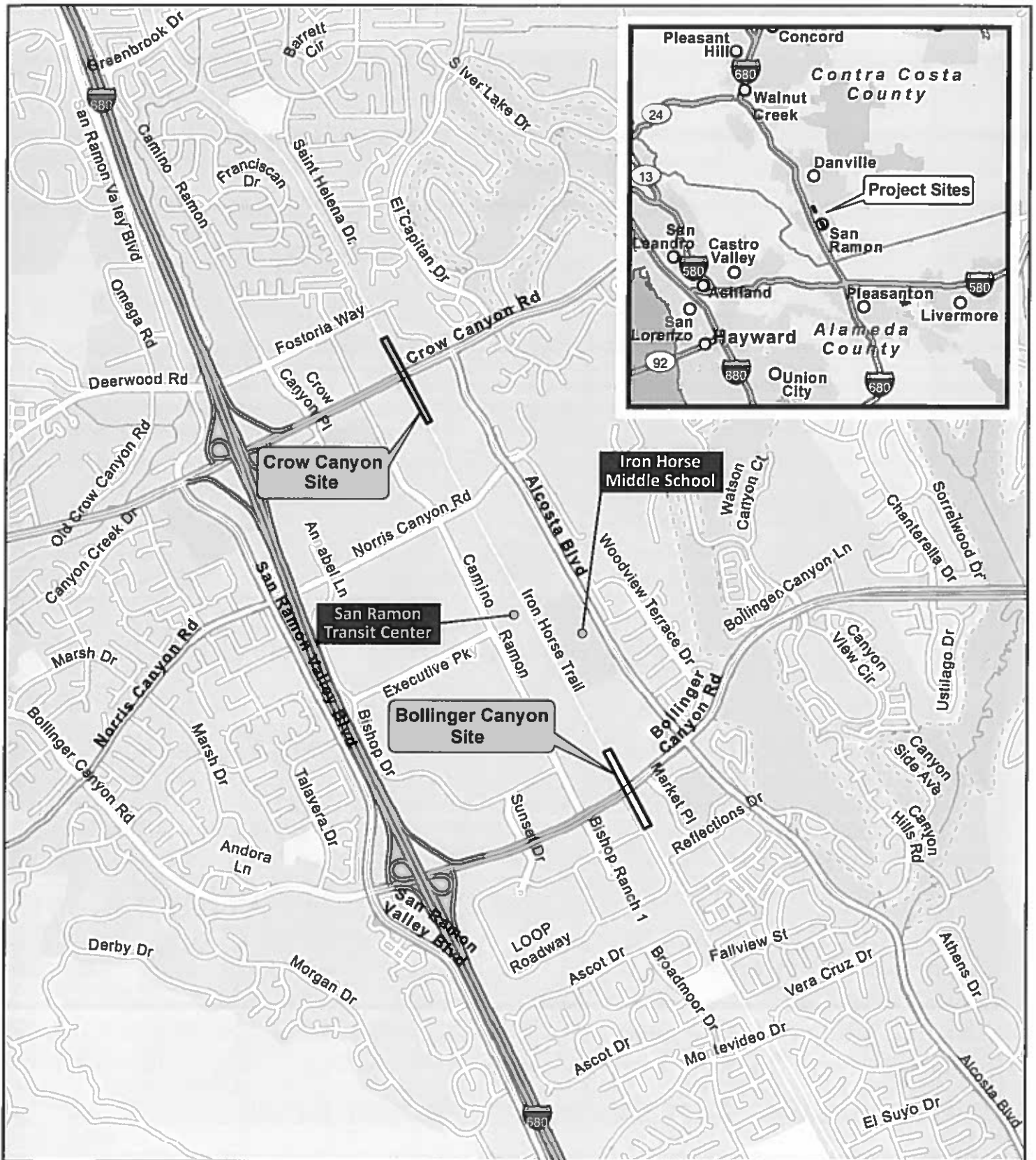
2. Existing Site Conditions

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

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

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

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



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FIGURE 1





FIGURE 2

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-  Crow Canyon Project Site (approximate)
-  City Boundary
-  Photo Locations (see Figures 3a and 3b)



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

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

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



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

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FIGURE 3a

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



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



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

LSA

FIGURE 3b

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

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

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

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

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

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

3. Surrounding Land Uses

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

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

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

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

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

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

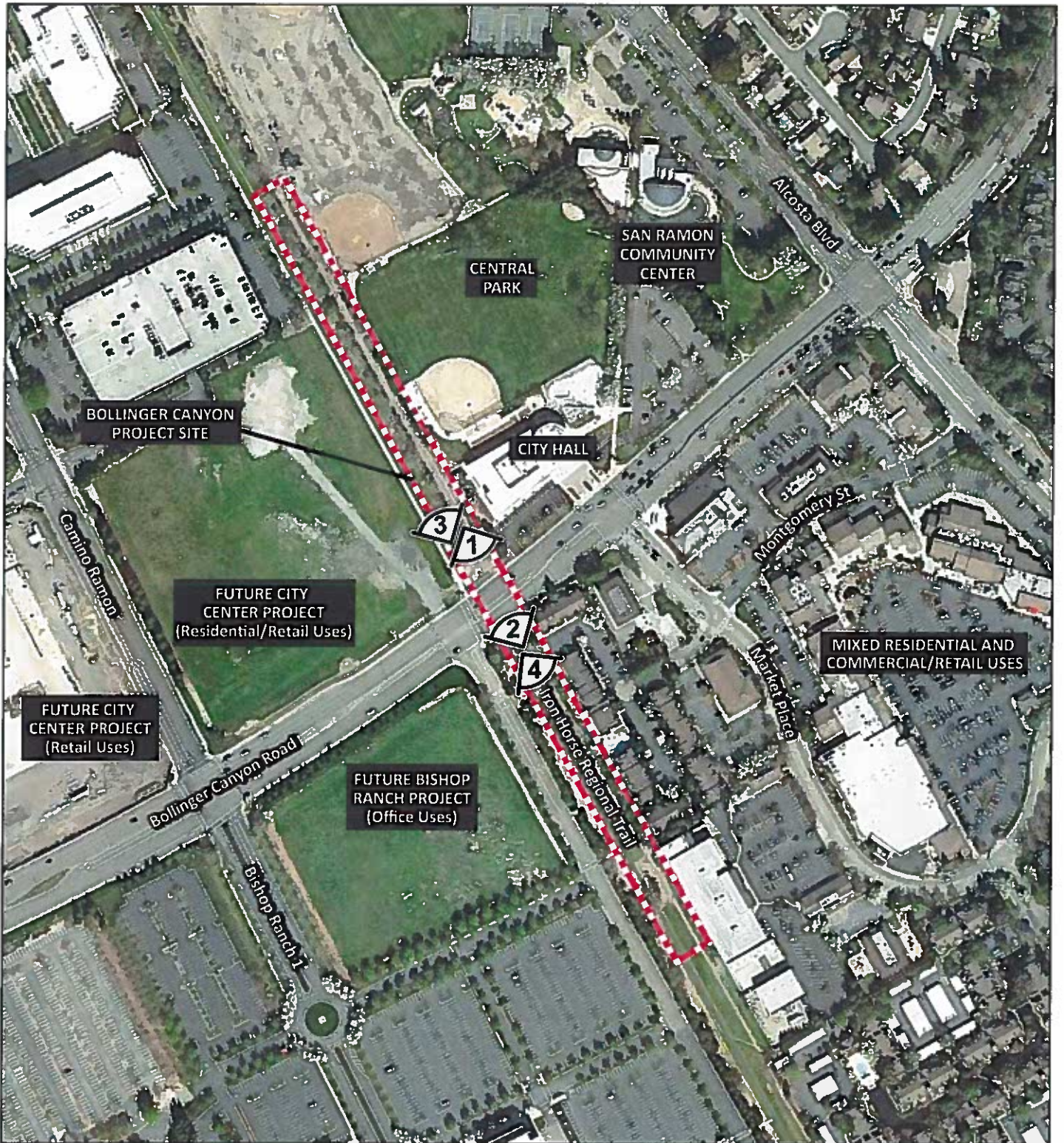
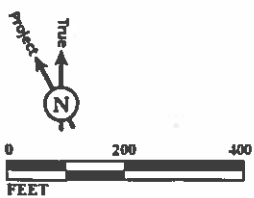


FIGURE 4

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 Bollinger Canyon Project Site (approximate)

 Photo Locations
(see Figures 5a and 5b)

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

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

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



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

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FIGURE 5a

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



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



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

LSA

FIGURE 5b

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

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B. PROJECT BACKGROUND

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

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

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

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

1. Gathered input from community members and trail users on potential alignments and configurations for the two overcrossings, whether to maintain the at-grade crossing facilities, and the design aesthetic for each location;
2. Prepared a Technical Memo³ that summarized the design charrette process and community feedback received;
3. Prepared numerous concept plans and presented these to the City Council; and
4. Obtained an approved resolution (Resolution No. 2015-082)⁴ from the City Council which reaffirmed concept designs.

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

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

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

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

C. PROPOSED PROJECT

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

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

1. Crow Canyon Overcrossing

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

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

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

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



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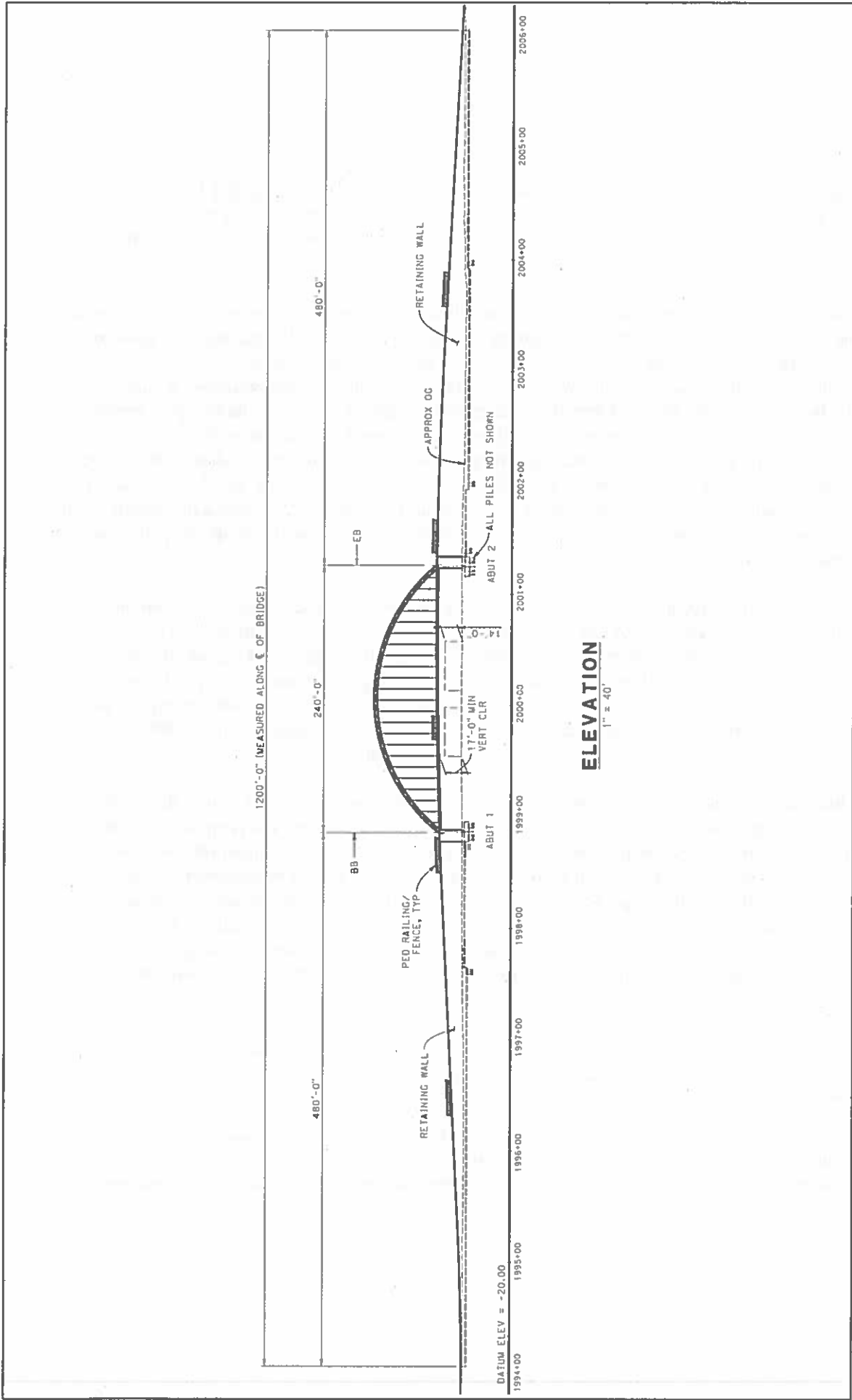
SOURCE: ARUP, 2017.

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FIGURE 6

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

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FIGURE 7

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

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

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

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

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

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

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

⁶ Ibid.

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

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

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

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

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

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

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

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

Based on the approximate area of temporary disturbance and conceptual overcrossing designs, approximately up to 3,888 cubic yards of soil⁸ would be collected and may be off-hauled by the construction contractor to an approved facility. The construction period would occur for a duration of approximately two years. During the construction period, the trail may remain open unless safety concerns during construction warrant the trail closure. Trail users may be detoured to a temporary trail near the east side of the existing Iron Horse trail corridor. Temporary shoring would be used for the construction of the pedestrian crossing. Falsework may also be required depending on the material and methods used for the construction. A reduced traffic opening may be provided to allow bi-directional traffic on Crow Canyon Road during construction and traffic would be detoured to side streets to reduce congestion.

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

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

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

2. Bollinger Canyon Overcrossing

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

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

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

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

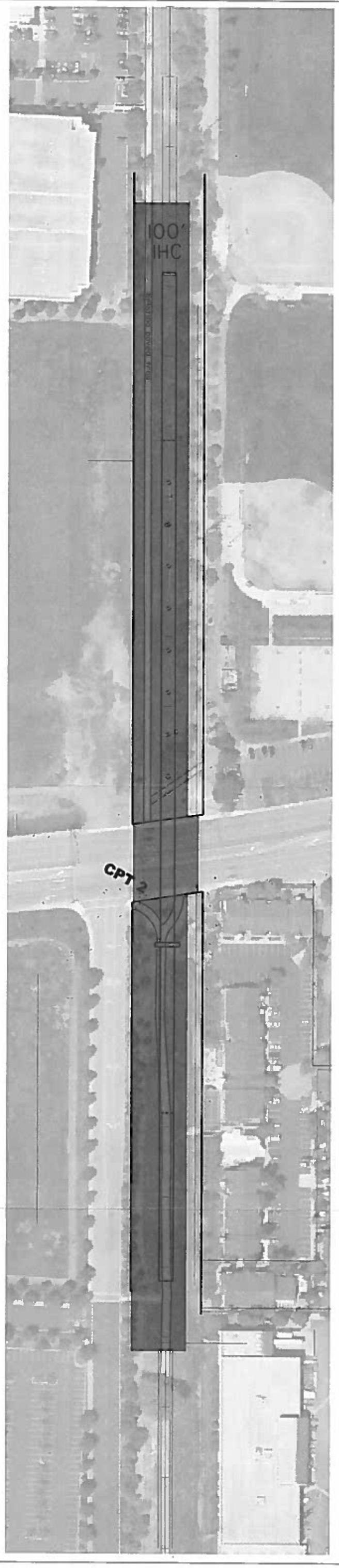
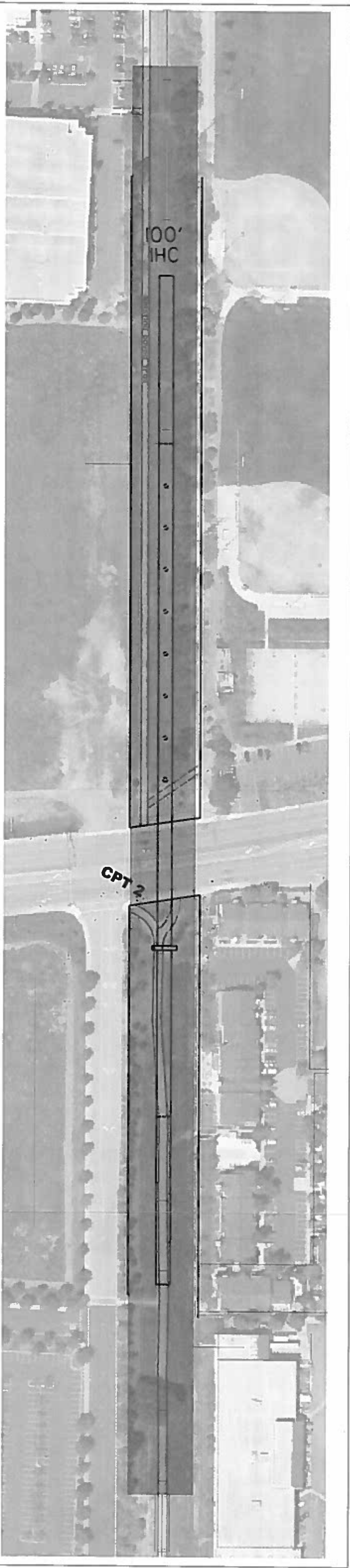
b. **Access and Circulation.** As previously discussed, the existing crossing at Bollinger Canyon Road aligns with a cross street at a T-intersection. With development of the bicycle/pedestrian bridge, the existing traffic signal would remain to accommodate vehicular traffic at the intersection. The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

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

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

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

⁹ Ibid.



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SOURCE: ARUP, 2017
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FIGURE 8

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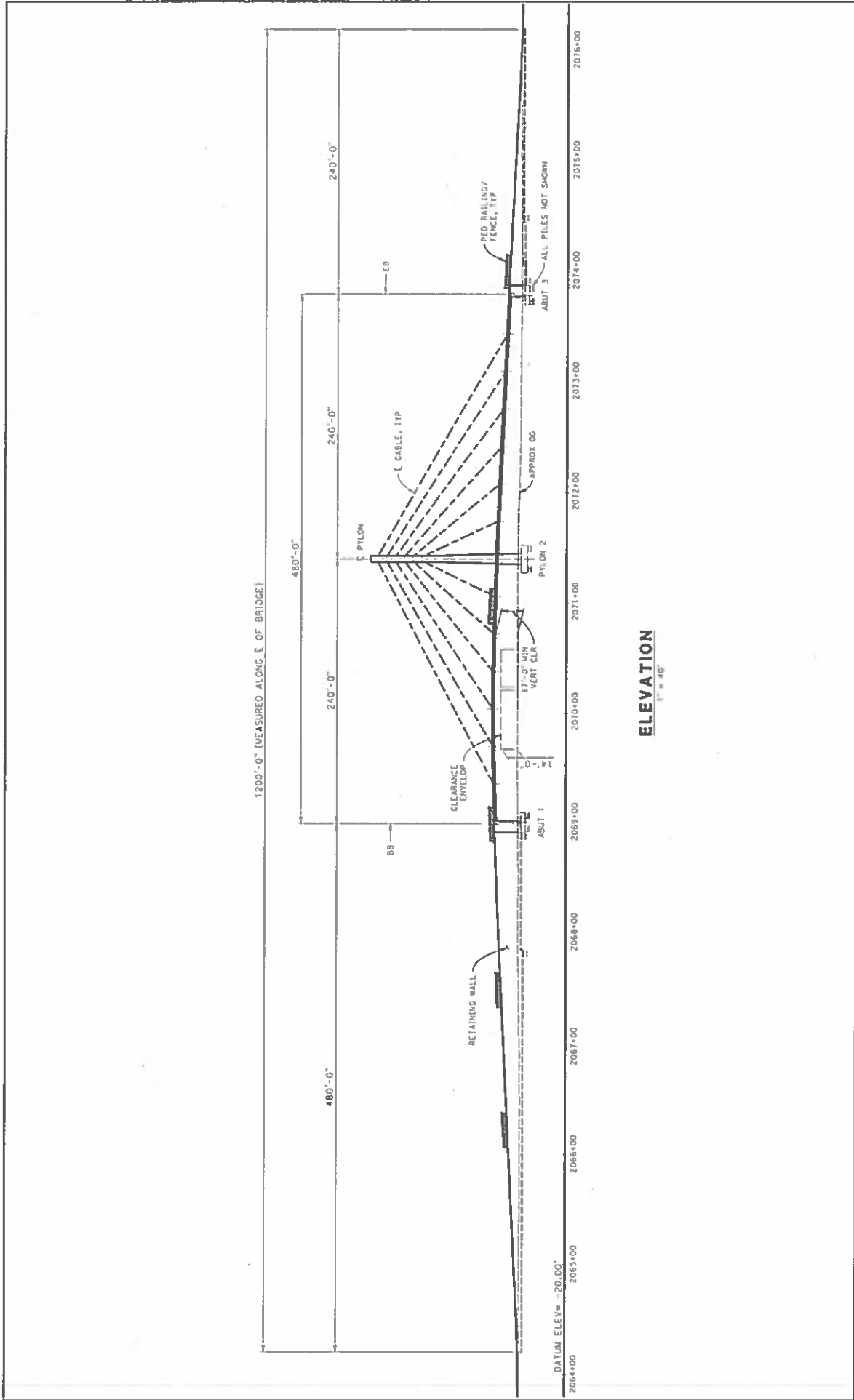


FIGURE 9

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San Ramon Iron Horse Trail Overcrossings Project
Bollinger Canyon Overcrossing - Conceptual Single Mast Design

SOURCE: ARUP, 2017

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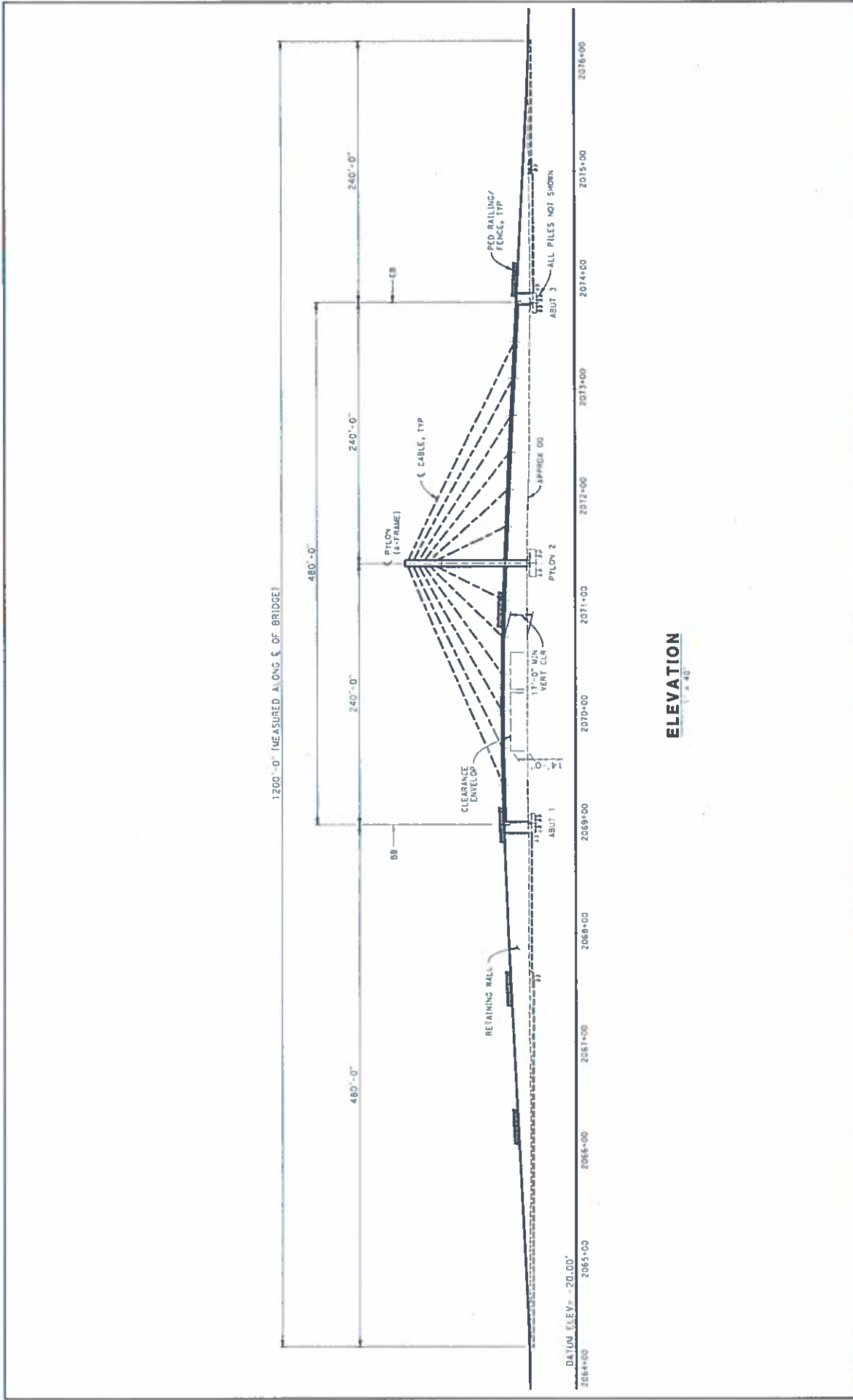


FIGURE 10

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San Ramon Iron Horse Trail Overcrossings Project
 Bollinger Canyon Overcrossing - Conceptual A-Frame Design

SOURCE: ARUP, 2017

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

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

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

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

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

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

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

Based on the approximate area of temporary disturbance and conceptual overcrossing designs, approximately 3,888 cubic yards of soil¹⁰ would be collected and may be off-hauled by the construction contractor to an approved facility. The construction period would occur for a duration of approximately two years. During the construction period, trail users would likely be detoured depending on the final alignment of the pedestrian crossing. Falsework may also be used for the construction of the pedestrian overcrossing. A reduced traffic opening may be provided to allow bi-directional traffic on Bollinger Canyon Road during construction and traffic would be detoured to side streets to reduce congestion.

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

D. PROJECT APPROVALS

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

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

DRAFT MITIGATED NEGATIVE DECLARATION

Project Name: San Ramon Iron Horse Trail Overcrossings Project

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

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

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

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

Date



Lisa Bobadilla, Transportation Division Manager



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ENVIRONMENTAL CHECKLIST

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

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

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

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

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

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

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

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

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

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

Both sites are zoned as Parks and Recreation on the City's Zoning map.

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

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

9. Surrounding Land Uses and Setting: Both sites are generally surrounded by a mix of uses on both sides of the existing trail alignment. Refer to the Project Description Chapter for additional information.

10. Other agencies whose approval is required (e.g., permits, financing approval, or participation agreement): U.S. Army Corps of Engineers; U.S. Fish and Wildlife Service; California Department of Fish and Wildlife; Regional Water Quality Control Board; Contra Costa Transportation Agency; PG&E; AT&T; Central Contra Costa Sanitary District; Dublin San Ramon Services District; EBMUD; and Contra Costa County.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun? Letters were sent to Native American tribes identified by the Native American Heritage Commission on August 29, 2017, inviting them to conduct consultation pursuant to AB 52.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Mandatory Findings of Significance | | |

Determination. (To be completed by the Lead Agency.)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Lisa Bobadilla, Transportation Division Manager



Date

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

a) *Have a substantial adverse effect on a scenic vista? (Less-Than-Significant Impact)*

The project sites are located within the existing Iron Horse Trail and the proposed project would result in the construction of an elevated overcrossing oriented in a north-south alignment across each of two existing roadways with east-west alignments. The City's General Plan,¹¹ identifies views of surrounding hills, which are generally located to the east and west of the project sites, as visual resources in the City. While the overcrossings could partially obstruct some existing views of the hills to the east or west as motorists approach the overcrossings, the project would not substantially alter or adversely affect existing views of surrounding areas from within the project sites or from adjacent areas. The overcrossings would be designed to limit continuous facades and would include suspension elements allowing light and air to pass through. In addition, bicyclists and pedestrians using the new overcrossings would continue to have views of the surrounding hills, both from within the existing ground level Iron Horse Trail alignment approaching the new overcrossings and from within the elevated overcrossings. Therefore, the project would not result in a substantial adverse effect to a scenic vista and this impact would be less than significant.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? (No Impact)*

The project sites do not include any portions of a State scenic highway and are not located in the immediate vicinity of a State scenic highway. The closest State scenic highway is I-680 which is located 0.5 mile west of the proposed Crow Canyon Road overcrossing and 0.6 mile west of the proposed Bollinger Canyon overcrossing. Development of the overcrossings would not be visible from I-680 and would not damage scenic resources including trees, rock outcroppings, and historic buildings within view of a State scenic highway.

¹¹ San Ramon, City of, 2015. *City of San Ramon General Plan 2035*.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?
(Less-Than-Significant Impact)*

The Crow Canyon overcrossing would consist of a tied arch main span that would reach up to 60 feet tall at its highest point, measured from the deck. At the Crow Canyon location, the proposed overcrossing would serve as a prominent landmark and defining point of focus along the entire corridor between the freeway and to the east of El Capitan Drive, a distance of almost 1 mile. The Bollinger Canyon overcrossing would consist of a cable-stayed main span with a single tower. Two options are considered for the preliminary conceptual tower design including a single mast of an A-frame. At this location, the proposed overcrossing would serve to link key destination areas of San Ramon, including the future City Center and Bishop Ranch Business Park. The bridge would also provide a link via the Iron Horse Trail between the City's Central Park, City Hall, Library, Transit Center, and connectivity to Iron Horse Middle School. Lighting would be installed along the length of both overcrossings.

Both overcrossings would be designed to blend with and enhance the visual character of the trail and surrounding area and were reviewed by the City's Architectural Review Board (ARB) in March 2015. Based on feedback received by the ARB, the proposed project would not be subject to any additional design review. The overcrossing would provide a safe and established route for bicyclists and pedestrians to connect to other segments of the Iron Horse Trail; in this sense, the project is intended to comprise an overall benefit to visual quality and setting of the project sites. Although some existing vegetation and mature trees would be removed as part of bridge construction and trail realignment, trees would be replaced on site, to the extent feasible and consistent with the City's Zoning Ordinance (Division 5, Protected Trees) (refer to Section IV.d, below). Replacing landscaping and trees would ensure that the visual character of the trail alignment is further enhanced and restored after project construction. Therefore, the project would not degrade or detract from the visual quality or character of the project sites and would generally improve the visual character and quality of recreation uses and accessibility along the existing trail alignment. For the reasons listed above, the project's impact on the visual character and quality of the site would be less than significant.

d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Potentially Significant Unless Mitigation Incorporated)*

The proposed projects would provide lighting along the entire lengths of the two overcrossings. The City would develop and finalize a lighting plan for the project at the time that final construction drawings are developed and approved. Implementation of the following mitigation measure, described below, would reduce potentially significant impacts related to light and glare on surrounding land uses and vehicle traffic on surrounding roadways to a less-than-significant level.

Mitigation Measure AES-1: The City shall develop a lighting plan for the proposed project that demonstrates that the project's light and glare impacts on adjacent residential uses and surrounding roadways are less than significant. The City shall finalize and approve the lighting plan prior to approving final construction drawings for the project.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURAL AND FORESTRY RESOURCES.				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use? (No Impact)</i>				

The proposed project sites are located within developed, urban areas in San Ramon. Both sites are currently improved with the existing Iron Horse Trail and adjacent roadways and public rights of

way. There are no agricultural uses located within or adjacent to the project sites. Additionally, both sites are classified as “Urban and Built-Up Land” by the State Department of Conservation.¹² Therefore, development of the proposed project would not convert agricultural land to a non-agricultural use. The proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (No Impact)

Both the Crow Canyon and Bollinger Canyon sites are currently zoned as Parks and Recreation on the City of San Ramon Zoning Map. In addition, neither the Crow Canyon site or Bollinger Canyon site are subject to a Williamson Act contract.¹³ Therefore, development of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (No Impact)

The project sites are located within an existing urban area within the City of San Ramon and are currently zoned as Parks and Recreation. As such, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land or conversion of forest land to non-forest uses.

d) Result in the loss of forest land or conversion of forest land to non-forest use? (No Impact)

Please refer to Section II.c. The proposed project would not result in the loss of forest land or conversion of forest land to non-forest uses.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? (No Impact)

Please refer to Sections II.a. and II.c. The project site is located within an existing urban environment and would not result in: the extension of infrastructure into an undeveloped area, the development of urban areas on a previously undeveloped greenfield site, or other physical changes that would result in the conversion of farmland to non-agricultural uses or forest land to non-forest uses. The proposed project would not adversely affect agricultural or forestry resources.

¹² California, State of, 2012. Department of Conservation, Division of Land Resource Protection Mapping and Monitoring Program, Contra Costa Important Farmland 2012. Available online at: ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/con12.pdf (accessed July 5, 2017).

¹³ California, State of, 2013. Department of Conservation. Division of Land Resource Protection. Contra Costa County Williamson Act FY 2012/2013 (map). Available online at: ftp.consrv.ca.gov/pub/dlrp/wa/Contra_Costa_12_13_WA.pdf (accessed July 5, 2017).

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

The proposed project is located in the City of San Ramon, and is within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), which regulates air quality in the San Francisco Bay Area. Air quality conditions in the San Francisco Bay Area have improved significantly since the BAAQMD was created in 1955. Ambient concentrations of air pollutants and the number of days during which the region exceeds air quality standards have fallen substantially. In San Ramon, and the rest of the air basin, exceedances of air quality standards occur primarily during meteorological conditions conducive to high pollution levels, such as cold, windless winter nights or hot, sunny summer afternoons.

Within the BAAQMD, ambient air quality standards for ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter (PM₁₀, PM_{2.5}), and lead (Pb) have been set by both the State of California and the federal government. The State has also set standards for sulfate and visibility. The BAAQMD is under State non-attainment status for ozone and particulate matter standards. The BAAQMD is classified as non-attainment for the federal ozone 8-hour standard and non-attainment for the federal PM_{2.5} 24-hour standard.

a) *Conflict with or obstruct implementation of the applicable air quality plan? (Less-Than-Significant Impact)*

The applicable air quality plan is the BAAQMD's 2017 Clean Air Plan, which was adopted on April 19, 2017. The 2017 Clean Air Plan/Regional Climate Protection Strategy serves as a roadmap for the BAAQMD to reduce air pollution and protect public health and the global climate. The 2017 Clean Air Plan also includes measures and programs to reduce emissions of fine particulates and toxic air contaminants. In addition, the Regional Climate Protection Strategy is included in the 2017 Clean Air Plan, which identifies potential rules, control measures, and strategies that the BAAQMD can pursue to reduce greenhouse gases throughout the Bay Area.

Consistency with the 2017 Clean Air Plan is determined by whether or not the proposed project would result in significant and unavoidable air quality impacts or hinder implementation of control measures (e.g., excessive parking or preclude extension of transit lane or bicycle path). The proposed project would construct two overcrossings along the existing Iron Horse Trail alignment. The proposed overcrossings, located at Crow Canyon Road and Bollinger Canyon Road, are intended to improve access and safety for bicyclists and pedestrians along the Iron Horse Trail and to create better access and a more pedestrian-friendly environment at the two major arterial crossings. In general, the project would promote the BAAQMD initiatives to reduce vehicle trips and vehicle miles traveled and would increase the use of alternate means of transportation.

In addition, as indicated in the analysis that follows, the proposed project would not result in significant operational and construction-period emissions. Therefore, the proposed project supports the goals of the Clean Air Plan and would not conflict with any of the control measures identified in the plan or measures designed to bring the region into attainment. Additionally, the proposed project would not substantially increase the population, vehicle trips, or vehicle miles traveled. The proposed project would not hinder the region from attaining the goals outlined in the Clean Air Plan. Therefore, the proposed project would not hinder or disrupt implementation of any control measures from the Clean Air Plan.

b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Potentially Significant Unless Mitigation Incorporated)*

Both State and federal governments have established health-based Ambient Air Quality Standards for six criteria pollutants: CO, O₃, NO₂, SO₂, Pb, and suspended particulate matter (PM). These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

According to BAAQMD's CEQA Guidelines, to meet air quality standards for operational-related criteria air pollutant and air precursor impacts, the project must not:

- Generate average daily construction emissions of reactive organic gases (ROG), nitrogen oxides (NO_x), or PM_{2.5} greater than 54 pounds per day or PM₁₀ exhaust emissions greater than 82 pounds per day;
- Contribute to CO concentrations exceeding the State ambient air quality standards; or
- Generate operation emissions of ROG, NO_x, or PM_{2.5} of greater than 10 tons per year or 54 pounds per day or PM₁₀ emissions greater than 15 tons per year or 82 pounds per day.

Construction and operation emissions associated with the proposed project are analyzed below. As discussed, the proposed project would not generate significant operation-period emissions and, with implementation of Mitigation Measure AIR-1, the project would not generate construction-period emissions in excess of established standards. Therefore, the project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation.

Construction Period Impacts

During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by grading, hauling, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, ROG, directly-emitted particulate matter (PM_{2.5} and PM₁₀), and toxic air contaminants (TACs) such as diesel exhaust particulate matter.

Site preparation and project construction would involve grading, paving, and other activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction sites. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM₁₀ emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM₁₀ emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The BAAQMD has established standard measures for reducing fugitive dust emissions (PM₁₀). With the implementation of these Basic Construction Mitigation Measures, fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM₁₀ emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO₂, NO_x, volatile organic compounds (VOCs) and some soot particulate (PM_{2.5} and PM₁₀) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the project using the Sacramento Metropolitan Air Quality Management District's Road Construction Emissions Model, Version 8.1.0 (Roadmod) as recommended by the BAAQMD for linear construction projects. Construction-related emissions are presented in Table 1. Detailed calculations are provided in Appendix A.

Table 1: Unmitigated Project Construction Emissions in Pounds Per Day

Project Construction	ROG	NO _x	Exhaust PM ₁₀	Exhaust PM _{2.5}
Grubbing/Land Clearing	1.2	13.9	0.6	0.5
Grading/Excavation	11.1	125.6	5.6	5.1
Drainage/Utilities/Sub-Grade	7.3	76.5	3.6	3.3
Paving	1.2	11.8	0.7	0.6
Maximum (pounds/day)	11.1	125.6	5.6	5.1
Average Daily (pounds/day)	7.3	80.1	3.7	3.3
BAAQMD Thresholds	54.0	54.0	82.0	54.0
Exceed Threshold?	No	Yes	No	No

Source: LSA Associates Inc., June 2017.

As shown in Table 1, construction emissions associated with the project would be less than significant for ROG and PM_{2.5} and PM₁₀ exhaust emissions, however NO_x emissions would be above the BAAQMD threshold. The BAAQMD requires the implementation of Basic Construction Mitigation Measures to reduce construction dust impacts to a less than significant level. Implementation of Mitigation Measure AIR-1 would reduce construction dust and NO_x emissions to a less-than-significant level.

Mitigation Measure AIR-1: Consistent with the Basic Construction Mitigation Measures required by the BAAQMD, the following actions shall be incorporated into construction contracts and specifications for the project:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day with reclaimed water, if available.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
- Structural pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

- A publicly visible sign shall be posted with the telephone number and person to contact at the City of San Ramon regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD’s phone number shall also be visible to ensure compliance with applicable regulations.
- The City and/or the project contractor shall require all off-road diesel-powered construction equipment of greater than 50 horsepower used for the project meet the California Air Resources Board Tier 4 emissions standards.

As shown in Table 1 above, the proposed project would exceed the daily emissions threshold for NO_x. Therefore, Mitigation Measure AIR-1 would be required to reduce construction emissions to a less-than-significant level. Table 2 shows the proposed project’s mitigated construction emissions.

Table 2: Mitigated Project Construction Emissions in Pounds Per Day

Project Construction	ROG	NO _x	Exhaust PM ₁₀	Exhaust PM _{2.5}
Grubbing/Land Clearing	0.6	1.8	0.1	0.1
Grading/Excavation	4.8	10.2	0.6	0.5
Drainage/Utilities/Sub-Grade	3.1	7.0	0.4	0.4
Paving	0.6	1.8	0.1	0.1
Maximum (pounds/day)	4.8	10.2	0.6	0.5
Average Daily (pounds/day)	3.1	6.7	0.4	0.3
BAAQMD Thresholds	54.0	54.0	82.0	54.0
Exceed Threshold?	No	No	No	No

Source: LSA Associates Inc., June 2017.

As indicated in Table 2, with implementation of Mitigation Measure AIR-1, construction of the proposed project would not exceed daily emissions thresholds. Therefore, air quality impacts associated with construction of the proposed project would be less than significant.

Operational Emissions – Regional Emissions Analysis

Long-term air emission impacts are associated with stationary sources and mobile sources. Stationary source emissions result from the consumption of natural gas and electricity. Mobile source emissions result from vehicle trips and result in air pollutant emissions affecting the entire air basin. As discussed above, the proposed project would construct two overcrossings along the existing Iron Horse Trail alignment to improve access and safety for bicyclists and pedestrians along the Iron Horse Trail and to create better access and a more pedestrian-friendly environment at the two major arterial crossings. Thus, the project would not result in a significant increase in the generation of vehicle trips that would increase air pollutant emissions. The project would result in low levels of off-site emissions due to energy generation associated with lighting along the overcrossing. However, these emissions would be minimal and would not exceed the pollutant thresholds established by the BAAQMD. Therefore, the proposed project would not be a significant source of operational emissions and this impact would be less than significant.

Localized CO Impacts

Emissions and ambient concentrations of CO have decreased dramatically in the Bay Area with the introduction of the catalytic converter in 1975. No exceedances of the State or federal CO standards have been recorded at Bay Area monitoring stations since 1991. The BAAQMD 2017 CEQA Guidelines include recommended methodologies for quantifying concentrations of localized CO levels for proposed transportation projects. A screening level analysis using guidance from the BAAQMD CEQA Guidelines was performed to determine the impacts of the project. The screening methodology provides a conservative indication of whether the implementation of a proposed project would result in significant CO emissions. According to the BAAQMD CEQA Guidelines, a proposed project would result in a less-than-significant impact to localized CO concentrations if the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, and the regional transportation plan and local congestion management agency plans.
- Project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The project would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, or below-grade roadway).

Implementation of the proposed project would not conflict with the Contra Costa County Countywide Transportation Plan for designated roads or highways, a regional transportation plan, or other agency plans. The project sites are not located in an area where vertical or horizontal mixing of air is substantially limited. The project would not increase traffic volumes at intersections to more than 44,000 vehicles per hour and intersection level of service associated with the project would not decline with the project. Therefore, the proposed project would not result in localized CO concentrations that exceed State or federal standards and this impact would be less than significant.

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

As discussed in Section III.b, with implementation of Mitigation Measure AIR-1, construction of the proposed project would not result in significant levels of criteria air pollutants or pollutant precursors, while operation of the project would not generate air emissions. Therefore, construction and operation of the project would not significantly contribute to cumulative levels of pollution in the Air Basin. This impact would be less than significant.

- d) *Expose sensitive receptors to substantial pollutant concentrations? (Less-Than-Significant Impact)*

Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter are children, whose

lung tissue is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to diesel particulate matter. Exposure from diesel exhaust associated with construction activity contributes to both cancer and chronic non-cancer health risks.

According to the BAAQMD, a project would result in a significant impact if it would: individually expose sensitive receptors to TACs resulting in an increased cancer risk greater than 10.0 in one million, increased non-cancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient PM_{2.5} increase greater than 0.3 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$). A significant cumulative impact would occur if the project in combination with other projects located within a 1,000-foot radius of the project site would expose sensitive receptors to TACs resulting in an increased cancer risk greater than 100.0 in one million, an increased non-cancer risk of greater than 10.0 on the hazard index (chronic), or an ambient PM_{2.5} increase greater than 0.8 $\mu\text{g}/\text{m}^3$ on an annual average basis. Impacts from substantial pollutant concentrations are discussed below and would be less than significant.

The closest sensitive receptors include the multi-family residential uses located approximately 160 feet northeast of the Crow Canyon project site and the multi-family residential uses located approximately 340 feet southeast of the Bollinger Canyon project site. A hotel is located approximately 50 feet east of the Bollinger Canyon site, but is not considered a sensitive receptor for the purposes of air quality impacts. As described in Section III.b, above, construction of the proposed project may expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement Mitigation Measure AIR-1. With implementation of these mitigation measures, project construction emissions would be below the BAAQMD significance thresholds and, once the project is constructed, the project would not be a source of substantial emissions. In addition, individuals using the overcrossings would not be impacted by existing roadway emissions due to the short term use of the overcrossings. Therefore, sensitive receptors are not expected to be exposed to substantial pollutant concentrations during project construction or operation, and potential impacts would be considered less than significant.

e) *Create objectionable odors affecting a substantial number of people? (Less-Than-Significant Impact)*

During project construction, some odors may be present due to diesel exhaust. However, these odors would be temporary and limited to the construction period. The proposed project would not include any activities or operations that would generate objectionable odors and once operational, the project would not be a source of odors. Therefore, the proposed project would not create objectionable odors affecting a substantial number of people, and this impact would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Methods

LSA conducted a biological resources assessment of the proposed project sites, which included a review of available literature and databases, a reconnaissance-level field survey, and a tree survey. Prior to conducting surveys, LSA searched the California Natural Diversity Database (CNDDDB) and California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California (8th edition) for records of special-status wildlife and plant species and sensitive habitat occurrences

within 5 miles of the project sites.^{14,15} Data base search results were supplemented by the professional experience of LSA biologists regarding the occurrence of special-status species in Contra Costa County. LSA also reviewed United States Geological Survey (USGS) topographic maps, the US Fish and Wildlife Service (USFWS) Critical Habitat Portal, and current Google Earth aerial images of the project sites. LSA's wildlife biologist and botanist conducted a reconnaissance-level survey on June 30, 2017, to assess current habitat conditions and evaluate the potential for the site to support special-status wildlife and plant species. The survey was conducted on foot in order to provide visual coverage of the project sites in their entirety. Wildlife and plant species observed during the survey were recorded in field notes. The scientific nomenclature and vernacular nomenclature for plant species used in this report are from the Jepson Flora Project.¹⁶ When appropriate, vegetation classification follows *A Manual of California Vegetation*, second edition.¹⁷ In addition, a survey of the trees onsite was conducted by LSA arborist on June 22, 2017. Standard measurements for trees onsite were recorded.

Following is an overview of the conditions related to biological resources on the project sites.

Vegetation

Vegetation communities on the Crow Canyon project site consist of annual grassland, ornamental, revegetated coast live oak woodland, and a seasonal wetland. Vegetation communities on the Bollinger Canyon project site consist of annual grassland, ornamental, revegetated purple needlegrass grassland, revegetated coast live oak woodland, and revegetated willow riparian woodland. While purple needlegrass grassland, coast live oak woodland, and willow riparian woodland occur naturally in California, the stands within the Bollinger Canyon and Crow Canyon project sites have been restored from farmland or other types of disturbed plant communities and are therefore not naturally occurring. Aerial imagery from as far back as 1939 shows both overcrossing sites cleared of vegetation and in use as the Southern Pacific Railroad right-of-way. The railroad was abandoned in 1977 and both locations remained in this cleared state until at least 2002, when aerial imagery shows what appears to be newly planted riparian vegetation at the Crow Canyon Road overcrossing. All five vegetation communities are described below. Figures 11 and 12 identify vegetation communities within the Crow Canyon and Bollinger Canyon sites, respectively.

¹⁴ California Department of Fish and Wildlife, 2017. California Natural Diversity Data Base, Commercial Version, Updated April 4, 2017. California Department of Fish and Game, Biogeographic Data Branch, Sacramento, California. Accessed on June 6, 2017.

¹⁵ California Native Plant Society, 2017. *Inventory of Rare and Endangered Vascular Plants of California*. Online. Accessed on June 6, 2017.

¹⁶ Jepson Flora Project. 2017. Jepson eFlora. Website: ucjeps.berkeley.edu/IJM.html (accessed June 2017).

¹⁷ Sawyer, J.O., T. Keeler-Wolf, and J.M. Evens, 2009. *A Manual of California Vegetation*. Second Edition. California Native Plant Society in collaboration with the California Department of Fish and Game. Sacramento, California.



LSA

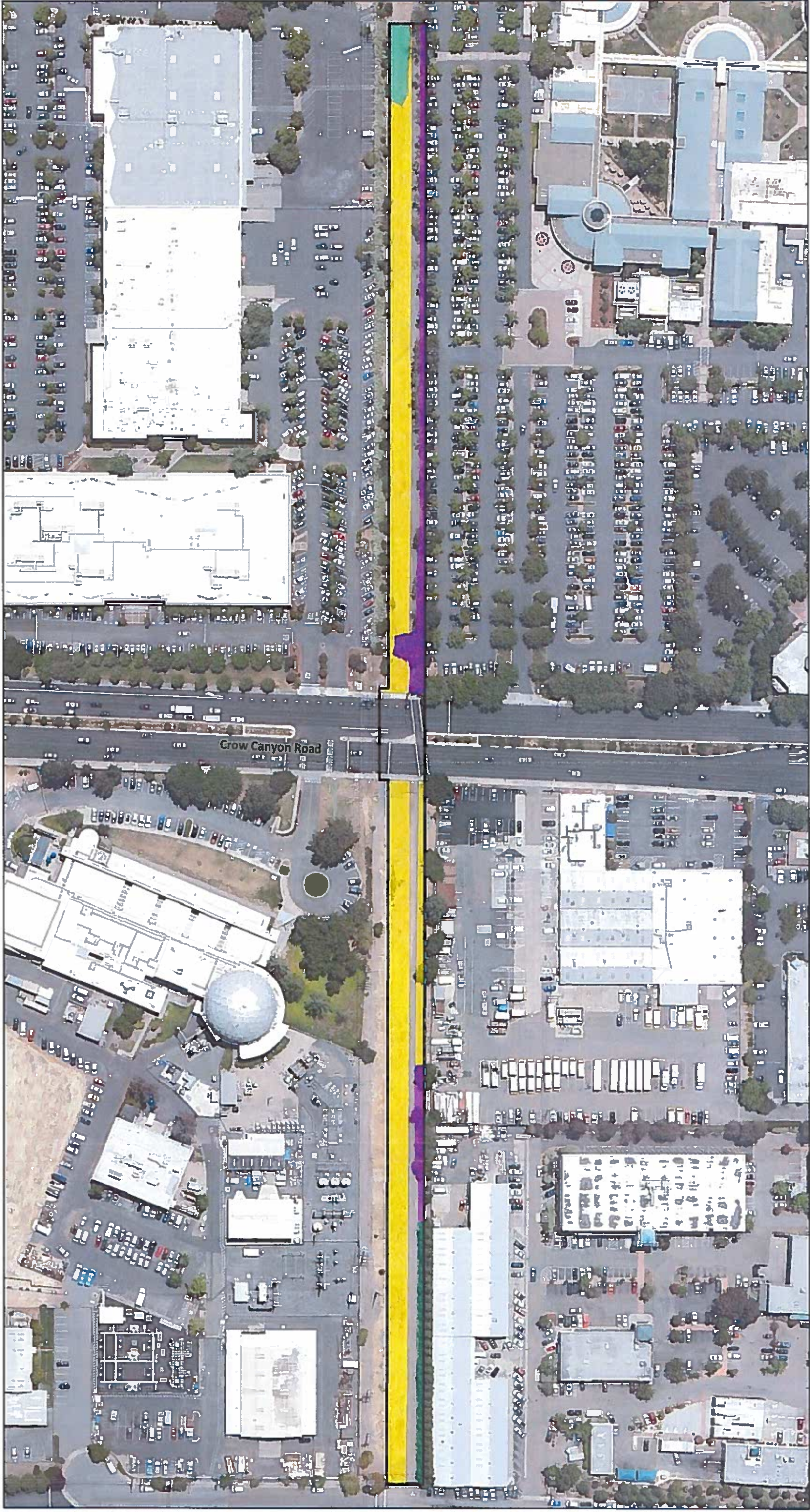


0 68.75 137.5
FEET

LEGEND
 Project Boundary
 Drainage

Vegetation Cover
 Non-native Annual Grassland (1.38 acres)
 Revegetated Coast Live Oak Woodland (0.51 acres)
 Revegetated Purple Needlegrass Grassland (0.40 acres)
 Revegetated Willow Riparian Woodland (1.30 acres)

FIGURE 11



LSA

LEGEND





-  Project Boundary
-  Drainage
-  Non-native Annual Grassland (1.21 acres)
-  Ornamental (0.07 acres)
-  Potential Seasonal Wetland (0.06 acres)
-  Revegetated Coast Live Oak Woodland (0.27 acres)

FIGURE 12



SOURCE: Arup Engineers (07/16), ESRI World Imagery
 I:\ARU1501_IHT San Ramon\Figures\Fig_12 (7/6/2017)

Non-Native Annual Grassland. Non-native annual grassland occurs on both the Crow Canyon and Bollinger Canyon project sites and covers approximately 1.21 and 1.38 acres of each site, respectively. Most of the annual grasslands on both sites are regularly disturbed by mowing in the late spring, and as a result, many of the plants present were unidentifiable to species. The grassland is dominated by wild oat (*Avena* sp.) and Italian rye grass (*Festuca perennis*), with a small amount of orchard grass (*Dactylis glomerata*). Other non-native herbaceous species observed include bristly ox-tongue (*Helminthotheca echioides*), sharp-leaved fluellin (*Kickxia elatine*), English plantain (*Plantago lanceolata*), and yellow star thistle (*Centaurea solstitialis*).

Ornamental. This land cover type occupies approximately 0.07 acre at the Crow Canyon overcrossing, and is comprised of a row of coast redwoods (*Sequoia sempervirens*) planted along a fence line.

Revegetated Purple Needlegrass Grassland (*Stipa pulchra* Herbaceous Alliance). This vegetation community occupies 0.40 acre at the Bollinger Canyon Road overcrossing. It is confined to a narrow strip adjacent to the riparian woodland to the northeast and a cut dirt path to the southwest. California brome (*Bromus carinatus* var. *carinatus*) is also co-dominant in this stand. This area appears to have been planted as a restoration area and at the time of the site visit was mowed.

Revegetated Coast Live Oak Woodland (*Quercus agrifolia* Woodland Alliance). This vegetation community occurs at the Crow Canyon and Bollinger Canyon project sites and occupies 0.27 and 0.51 acre, respectively. The dominant tree in these stands is coast live oak, with a small number of valley oak (*Q. lobata*) present as well. Although both of these oaks are native to the region, the stands appear to have been planted and contain a large number of non-native trees and shrubs such as eucalyptus, (*Eucalyptus* sp.), oleander (*Nerium oleander*), pine (*Pinus* sp.), and wattle (*Acacia* sp.)

Revegetated Willow Riparian Woodland. This vegetation community is associated with the drainage located at the Bollinger Canyon Road overcrossing and occupies 1.30 acres. It also appears to have been replanted with native willows (*Salix* spp.), toyon (*Heteromeles arbutifolia*), and elderberry (*Sambucus nigra* subsp. *caerulea*). Non-native species present include eucalyptus and pampas grass (*Cortaderia* sp.).

Jurisdictional Waters

During the field reconnaissance survey, one ditch and one potential seasonal wetland were documented on the northwestern and southeastern portions of the Crow Canyon site, respectively. In addition, one drainage was documented in the northeastern portion of the Bollinger Canyon site. All three of these features are potentially jurisdictional waters of the United States and/or the State. A formal jurisdictional delineation is required to make this determination. The ditch located at the Crow Canyon Road overcrossing was dry and was not carrying any water at the time of the survey. The potential seasonal wetland, located at the Crow Canyon Road overcrossing, is dominated by wetland vegetation including Mediterranean barley (*Hordeum marinum*) and tall flatsedge (*Cyperus eragrostis*). The drainage is associated with the revegetated willow riparian woodland located at the Bollinger Canyon Road overcrossing. At the time of the survey, the drainage was not carrying any water and was dry.

Wildlife

The highly urbanized nature of both the Bollinger Canyon and Crow Canyon project sites reduces the likelihood for sensitive native wildlife species to be present. Wildlife species expected to occur within and in the vicinity of the proposed project sites are those adapted to urban habitats of the Bay Area bioregion. Two California ground squirrel (*Otospermophilus beecheyi*) burrows were observed on a portion of the Bollinger Canyon project site, and an individual ground squirrel was observed in this location. Other urban-adapted wildlife species that may pass through the project sites include, northern raccoon (*Procyon lotor*), Virginia opossum (*Didelphis virginiana*), and striped skunk (*Mephitis mephitis*).

The ornamental trees on both project sites provide nesting habitat for bird species, and an active bushtit nest (*Psaltriparus minimus*) was documented during the reconnaissance-level survey on the Crow Canyon project site. Other common bird species observed during the reconnaissance level survey were California scrub-jay (*Aphelocoma californica*), American crow (*Corvus brachyrhynchos*), lesser goldfinch (*Spinus psaltria*), western bluebird (*Sialia mexicana*), dark-eyed junco (*Junco hyemalis*), and Eurasian collar-dove (*Streptopelia decaocto*). The larger ornamental trees within and in the vicinity of the proposed project sites provide suitable nesting habitat for larger raptors, including red-tailed hawk (*Buteo jamaicensis*), red-shouldered hawk (*B. lineatus*), and Cooper's hawk (*Accipiter cooperi*).

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

For the purpose of this analysis, special-status species are defined as follows:

- Species that are listed, formally proposed, or designated as candidates for listing as threatened or endangered under the federal Endangered Species Act (ESA);
- Species that are listed, or designated as candidates for listing, as rare, threatened, or endangered under the California Endangered Species Act (CESA);
- Plant species assigned to California Rare Plant Ranks 1A, 1B, and 2A and 2B;
- Wildlife species designated as Species of Special Concern or Fully Protected by the California Department of Fish and Wildlife (CDFW);
- Species that meet the definition of rare, threatened, or endangered under Section 15380 of the CEQA guidelines; or
- Species considered a taxon of local concern by local agencies.

Plants. The project sites have been altered from their natural state by human habitation and use. The grasslands on the project sites have been graded for a railroad, grazed, dry farmed, disked, and routinely mowed. The riparian woodland, coast live oak woodland, and purple needlegrass grassland areas have recently been restored, and have a high volume of invasive perennial plants.

Table 3 provides a list of 14 special-status plant species evaluated for their potential to occur within the project site. Based on a review of the distribution and habitat requirements of these species and

the habitat conditions within the project site, LSA determined that none of the 14 special-status plant species have potential to occur on the project sites. In addition, no designated critical habitat for federally protected plant species occurs on the project sites. No special-status plant species were documented in CNDDDB or CNPS within 0.5 mile of the project sites, and none are expected to occur within the project sites. As such, impacts to special-status plant species are anticipated to be less than significant, and no mitigation is required.

Wildlife. Table 4 provides a list of 13 special-status wildlife species evaluated for potential impacts. Based on a review of the distribution and habitat requirements of these species and the urban/developed nature of the project sites, the LSA biologist determined that 12 of these species have no potential to occur on either project site. The remaining species, burrowing owl (*Athene cunicularia*) has a moderate potential to occur on the Bollinger Canyon site based on the presence of suitable habitat. Table 4 provides further detail on this species. In addition, both project sites provide suitable habitat for native nesting birds protected under the federal Migratory Bird Treaty Act (MBTA) and Section 3503 of the California Fish and Game Code. As a result, birds protected under these regulations have the potential to nest on or in the vicinity of both project sites. Designated critical habitat for federally listed wildlife species does not occur on either project site.

Although burrowing owls have not been detected at the Bollinger Canyon project site, the site contains suitable habitat (i.e., ground squirrel burrows within short vegetation). In addition, suitable habitat for native nesting birds is present on both project sites. Vegetation removal, vegetation trimming, and ground disturbing activities have the potential to impact native nesting birds on the Crown Canyon and Bollinger Canyon project sites and nesting/overwintering burrowing owls on the Bollinger Canyon project site. Ground disturbance could result in the destruction of burrows occupied by burrowing owls and could cause mortality of adults and/or young. Activities conducted during the nesting season for native nesting birds (February 1 to August 31), could cause the destruction of nests, also potentially leading to mortality of young. Construction-related disturbance and/or vegetation removal/trimming activities could also indirectly impact nesting birds and nesting burrowing owls by causing adults to abandon active nests, resulting in nest failure and reduced reproductive success. The following mitigation measures would reduce the potential for direct impacts to burrowing owls and direct and indirect impacts to native nesting birds covered under the MBTA and/or California Fish and Game Code to a less-than-significant level.

Mitigation Measure BIO-1: Pre-construction surveys for burrowing owls shall be conducted in suitable habitat for this species on the Bollinger Canyon project site. No more than 14 days prior to ground disturbing activities, a qualified biologist shall conduct a pre-construction take/avoidance survey for burrowing owls using the methods described in Appendix D of the CDFW *Staff Report on Burrowing Owl Mitigation* (Staff Report).¹⁸ If no burrowing owls are detected during the initial take/avoidance survey, a final survey shall be conducted within 24 hours prior to ground disturbance to confirm that owls are still absent. If construction activities are delayed beyond 24 hours of the second survey, an additional survey shall be required within 24 hours prior to the re-initiation of construction.

¹⁸ California Department of Fish and Wildlife, 2012. *Staff Report on Burrowing Owl Mitigation*. Available online at: nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83843.pdf (accessed July 10, 2017).

If burrowing owls are documented to occupy burrows within the project site either during the breeding season or overwintering, compensatory mitigation shall be required. Compensatory mitigation shall follow the guidelines outlined in the 2012 CDFW Staff Report. Occupied burrows shall be provided with protective buffers (year-round) within which construction activities shall be prohibited. Buffer sizes shall be determined by the qualified biologist in consultation with CDFW.

For burrows where avoidance is not feasible, owls shall be passively relocated. A Burrowing Owl Exclusion Plan shall be developed and approved by CDFW prior to the implementation of passive relocation. Any burrowing owls detected onsite shall be monitored prior to, during, and after exclusion to ensure that substantial adverse effects are avoided. If burrow exclusion will occur immediately after the end of the breeding season, daily monitoring shall be conducted for one week prior to the exclusion to confirm that any young have fledged.

Mitigation Measure BIO-2: If project activities at the Crow Canyon and Bollinger Canyon sites occur during the nesting season for native birds (February 1 to August 31), a qualified biologist shall conduct a pre-construction nesting bird survey prior to vegetation removal, vegetation trimming, or ground-disturbing activities. The survey area shall include all suitable nesting habitat within a 250-foot buffer of the work areas for passerine species, and a 500-foot buffer of the work areas for raptor species. The survey shall be conducted no more than 14 days prior to the start of work. If the survey determines the presence of nesting birds, the biologist shall determine an appropriately sized exclusion zone around the nest in which no work will be allowed until the young have successfully fledged (or the nest has been abandoned). Exclusion zones shall be clearly delineated (i.e., orange construction fencing) around each active nest site. The size of the exclusion zone shall be determined by the biologist and shall be based on the nesting species and its sensitivity to disturbance. Typically, passerine species are provided with buffers measuring 50 to 100 feet, and raptors are provided with 300-foot buffers. Active nest sites shall be monitored periodically to determine time of fledging.

The following mitigation measure, which requires all construction workers who will work on the site to attend special-status species training, shall also be implemented to further reduce potential impacts to special-status species that may occur on or near both project sites during construction.

Mitigation Measure BIO-3: All construction personnel shall receive environmental training by a qualified biologist regarding special-status species in the vicinity of the Crow Canyon and Bollinger Canyon sites (burrowing owl and native nesting birds) prior to the initiation of construction activities. This training shall include a description of the species, comparison of the species to other similar species, life history, and a description of all proposed project measures in place to protect the species. Crews shall also be informed to stop all work and notify their supervisor or the monitoring biologist if special-status species are observed within the proposed project sites.

With the implementation of Mitigation Measures BIO-1, BIO-2, and BIO-3, impacts to special-status species resulting from the proposed project would be reduced to a less-than-significant level.

Table 3: Special-Status Plant Species Evaluated

Species	Status* (Federal/State/CRPR)	Habitat/Blooming Period	Occurrence or Potential, Rationale for Exclusion, and/or Other Details
Adoxaceae			
<i>Viburnum ellipticum</i> Western viburnum	-/2B.3	This perennial deciduous shrub occurs in chaparral, cismontane woodland, and lower montane coniferous forest, between 700 and 4,600 feet in elevation. It blooms from May through June.	There is no suitable chaparral, woodland, or coniferous forest within either of the project sites, and the only documented occurrence of this species within 5 miles has not been documented since 1933. As such, this species is not expected to occur.
Apiaceae			
<i>Eryngium jepsonii</i> <i>Button-celery</i>	-/1B.2	This perennial herb occurs in clay soils in Valley and foothill grassland and vernal pools below 1,000 feet in elevation. It blooms from April through October.	There is marginally suitable grassland present and no vernal pool habitat present within the project sites. However, due to the history of disturbance and use as a railroad ROW, this species is not expected to occur.
Asteraceae			
<i>Centromadia parryi congonii</i> Congdon's tarplant	-/1B.1	This annual herb occurs in alkaline soils in valley and foothill grassland, below 750 feet in elevation. It blooms May through November.	There is marginally suitable grassland present within the project sites. However, due to the history of disturbance and use as a railroad ROW, this species is not expected to occur.
<i>Helianthella castanea</i> Diablo helianthella	-/1B.2	This perennial herb is found in broadleaved upland forest, chaparral, cismontane woodland, coastal scrub, riparian woodland, and valley and foothill grassland between 200 and 4,250 feet in elevation. It blooms from March through June.	There is no suitable broadleaved upland forest, chaparral, cismontane woodland, coastal scrub, or riparian woodland, within either of the project sites. There is marginally suitable grassland present, but due to the history of disturbance and use as a railroad ROW, this species is not expected to occur.
<i>Monolopia gracilis</i> Small-flowered monolopia	-/1B.2	This annual herb is found in serpentine or rocky soils in openings within chaparral, cismontane woodlands, broadleaf upland forests, and North Coast coniferous forests. It occurs from 350 to 4,000 feet in elevation and blooms February through July.	There is no suitable chaparral, cismontane woodland, broadleaf upland forest, or North Coast coniferous forest within either of the project sites. As such, this species is not expected to occur.
Boraginaceae			
<i>Amsinckia lunaris</i> Bent-flowered fiddleneck	-/1B.2	This annual herb occurs in coastal bluff scrub, cismontane woodland, and valley and foothill grassland below 1,650 feet in elevation. It blooms March through June.	There is no suitable coastal bluff scrub or cismontane woodland within either of the project sites. There is marginally suitable grassland present, but due to the history of disturbance and use as a railroad ROW, this species is not expected to occur.

Table 3: Special-Status Plant Species Evaluated

Species	Status* (Federal/State/CRPR)	Habitat/Blooming Period	Occurrence or Potential, Rationale for Exclusion, and/or Other Details
Chenopodiaceae			
<i>Erioplex joaquinana</i> San Joaquin sparscale	-/1B.2	This annual herb is found growing in alkaline soils in chenopod scrub, meadows, alkali sinks (playas), and valley and foothill grassland below 2,750 feet in elevation. It blooms April through October.	There is no suitable chenopod scrub, meadows, or alkali sinks within either of the project sites. There is marginally suitable grassland present, but due to the history of disturbance and use as a railroad ROW, this species is not expected to occur.
Ericaceae			
<i>Arctostaphylos auriculata</i> Mount Diablo manzanita	-/1B.3	This perennial evergreen shrub is found in chaparral and cismontane woodland, generally on sandstone substrate, between 450 and 2,200 feet in elevation. It blooms January through March.	There is no suitable chaparral, cismontane woodland within either of the project sites. As such, this species is not expected to occur.
<i>Arctostaphylos manzanita laevigata</i> Contra Costa manzanita	-/1B.2	This species is a perennial evergreen shrub that is found in rocky chaparral between 1,650 and 3,600 feet in elevation. It blooms from January through April.	There is no suitable chaparral within either of the project sites. As such, this species is not expected to occur.
Fabaceae			
<i>Hoita strobilina</i> Hoita	-/1B.1	This perennial herb usually occurs on serpentine soils in mesic site within cismontane woodland, chaparral, and riparian woodland below 2,800 feet in elevation. It blooms from May through October.	There are no serpentine soils and no suitable cismontane woodland or chaparral within either of the project sites. There is marginally riparian woodland present, but due to the history of disturbance and use as a ROW, this species is not expected to occur.
Liliaceae			
<i>Calochortus pulchellus</i> Mt. Diablo fairy lantern	-/1B.2	This perennial bulbiferous herb occurs in chaparral, cismontane and riparian woodland, and valley and foothill grassland below 2,750 feet in elevation. It blooms April through June.	There is no suitable chaparral or cismontane woodland within either of the project sites. There is marginally suitable riparian woodland present, but due to the history of disturbance and use as a railroad ROW, this species is not expected to occur.
<i>Fritillaria liliacea</i> Fragrant fritillary	-/1B.2	This perennial bulbiferous herb occurs in cismontane woodlands, coastal scrub, coastal prairie, and valley and foothill grassland, often in serpentine soils, below 1,350 feet in elevation. It blooms February through April.	There is no serpentine soil or suitable cismontane woodland, coastal scrub or coastal prairie within either of the project sites. There is marginally suitable riparian woodland present, but due to the history of disturbance and use as a railroad ROW, this species is not expected to occur.

Table 3: Special-Status Plant Species Evaluated

Species	Status* (Federal/State/CRPR)	Habitat/Blooming Period	Occurrence or Potential, Rationale for Exclusion, and/or Other Details
Malvaceae			
<i>Malacothammus thalii</i> Hall's bush mallow	-/1B.2	This evergreen shrub occurs in chaparral and coastal scrub below 3,000 feet in elevation. It blooms May through September.	There is no suitable chaparral or coastal scrub within either of the project sites. As such, this species is not expected to occur.
Polygonaceae			
<i>Eriogonum truncatum</i> Mount Diablo buckwheat	-/1B.1	This species is an annual herb that is found in chaparral, coastal scrub, and valley and foothill grassland, below 1,150 feet in elevation. It blooms from April through December.	There is no suitable chaparral or coastal scrub within either of the project sites. There is marginally suitable grassland present, but due to the history of disturbance and use as a railroad ROW, this species is not expected to occur.

*CALIFORNIA RARE PLANT RANK (CRPR)

CRPR 1B – Plants rare, threatened, or endangered in California and elsewhere.

CRPR 2B – Plants rare, threatened, or endangered in California, but more common elsewhere.

FEDERAL AND STATE LISTING STATUS

FE Listed or proposed for listing as endangered under the Endangered Species Act (ESA) or candidates for possible future listing as endangered under the ESA (50 CFR Section 17.12).

CE Listed or candidates for listing by the State of California at endangered under CESA (Fish and Game Code Section 2050 et seq.). A plant is endangered when the prospects of its survival and reproduction in the wild are in immediate jeopardy from one or more causes, including predation, competition, disease, or other factors (Fish and Game Code Section 2062).

Source: California Department of Fish and Wildlife, 2017. California Natural Diversity Database.

Table 4: Special-Status Wildlife Species Evaluated

Species	Status (Federal/State)	Habitat	Potential for Occurrence Within the Proposed Project Sites*
Amphibians			
California tiger salamander, Central California Distinct Population Segment (DPS) <i>Ambystoma californiense</i>	FT/ST	Grasslands and low foothill regions. Seasonal ponds that remain until May or June within grassland where individuals estivate in rodent burrows or cracks in the soil	No suitable aquatic habitat (e.g., seasonal ponds) is present in the vicinity of either project site. This species has not been documented to occur within two miles of the project sites. Based on the lack of documented occurrences and suitable aquatic habitat, this species is not likely to occur.
California red-legged frog <i>Rana draytonii</i>	FT/CSC	Aquatic habitat consists of standing bodies of freshwater, including stock ponds, pools, and slow-moving streams. Utilizes upland areas within one mile of aquatic habitat.	No suitable aquatic habitat is present in the vicinity of either project site. The closest CNDDB occurrence was documented in 2000 approximately 1.3 miles from the Crow Canyon project site in a drainage stock pond. Both project sites are surrounded by heavily used roads, and it not likely that a frog would utilize either site. As such, this species is unlikely to occur based on lack of habitat and distance of documented occurrences.
Reptiles			
Western pond turtle <i>Actinemys marmorata</i>	-/CSC	Found in ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation. Requires basking sites and adjacent grasslands or other open habitat for egg-laying.	No suitable aquatic habitat is present in the vicinity of either project site. The closest CNDDB occurrence was documented in 2015 1.10 miles from the Bollinger Canyon project site in South San Ramon Creek. Due to the lack of suitable habitat and heavily urbanized nature of the surrounding area, western pond turtles are not likely to occur on either project site.
Alameda whipsnake <i>Masticophis lateralis euryxanthus</i>	FT/CT	Commonly associated with chaparral and scrub habitats, which serve as center of home ranges. Also occur in nearby grassland, oak savannah, woodland, and rocky outcrops. Occurs throughout Contra Costa County, most of Alameda County, and portions of Santa Clara and western San Joaquin Counties.	Suitable home range habitat is not present within either project site. While both project sites support grassland, they are surrounded by heavily used roadways and not accessible. Specific locations of Alameda whipsnake occurrences are suppressed in CNDDB. While the species has been documented to occur nearby, there is no suitable accessible habitat on the project site. As such, it is not likely that Alameda whipsnake will occur on either project site.
Birds			
Tricolored blackbird <i>Agelaius tricolor</i>	SC/CSC	Nests in dense vegetation near open water, forages in grasslands and agricultural fields.	Suitable nesting habitat for tricolored blackbird is not present on either project site. The closest CNDDB occurrence was documented in 2010 2.44 miles from the Bollinger Canyon project site in a stock pond. While both project sites support grassland, it is present in narrow bands and is not likely to support foraging blackbirds. As such, tricolored blackbird is not likely to occur.

Table 4: Special-Status Wildlife Species Evaluated

Species	Status (Federal/State)	Habitat	Potential for Occurrence Within the Proposed Project Sites*
Golden eagle <i>Aquila chrysaetos</i>	-/CFP	Rolling foothills and mountain areas. Nests in cliff-walled canyons or large trees in open areas.	Suitable foraging and nesting habitat are not present on either project site. There is only one CNDDDB occurrence documented within 5 miles of either project site. This occurrence was documented in 1992 4.73 miles from the Bollinger Canyon project site. Based on the lack of suitable habitat and nearby occurrences, this species is not likely to occur.
Burrowing owl <i>Athene cunicularia</i>	-/CSC	Grassland species, primarily inhabits well-drained open areas characterized by sparse vegetation and bare ground. Nests and roosts in underground burrows, usually created by California ground squirrel (<i>Otospermophilus beecheyi</i>), in areas with short vegetation. Often occurs in developed areas and uses man-made structures for roosting and/or nest sites (i.e., storm drains). Diurnal, active both during the day and night.	Bollinger Canyon A small number of ground squirrel burrows were documented in the grassland areas within the southeast portion of the Bollinger Canyon project site. Burrowing owls have been recorded within 5 miles of this site. The closest occurrence was documented in 2004, when a burrowing owl was observed to be overwintering in a burrow in Central Park (subsequently developed as the San Ramon Civic Center). Habitat suitable for burrowing owl on the Bollinger Canyon site consists only of a narrow band of grassland (approximately 50 feet wide) surrounded by heavily used roads and parking lots on all sides. However, burrowing owls may also utilize the large vacant field on the northwestern side of the site. As a result, there is a moderate potential for burrowing owls to occur on the Bollinger Canyon project site. Crow Canyon site No burrows were documented on the Crow Canyon site. As a result, there is no potential for burrowing owls to occur on this site.
White-tailed kite <i>Elanus leucurus</i>	-/CFP	Forages over open habitats, such as grasslands, pastures, and fields with good populations of voles and other small rodents. Nests in isolated trees and along the edges or woodlands near open areas.	The closest CNDDDB occurrence was documented 3.70 miles from the Bollinger Canyon project site in an oak savannah surrounding open grasslands. While grassland and trees are present on both project sites, the habitat is not extensive or open enough to be likely to support foraging or nesting white-tailed kites. As such, this species is not likely to occur.
American peregrine falcon <i>Falco peregrinus anatum</i>	Delisted/ Delisted, CFP	Occurs in open country, mountains, and sea coasts; nests on high cliffs, bridges, and buildings.	The closest CNDDDB occurrence was documented 4.22 miles from the Bollinger Canyon project site in 2015 in a rocky outcropping in rolling chaparral and scrub oak. There is no suitable open habitat or high buildings for this species on either project site. As such, this species is not likely to occur.

Table 4: Special-Status Wildlife Species Evaluated

Species	Status (Federal/State)	Habitat	Potential for Occurrence Within the Proposed Project Sites ^a
Mammals			
Pallid bat <i>Antrozous pallidus</i>	-/CSC	Roosts in crevices in rock outcrops, in the expansion joints under bridges, buildings, mines, hollow trees, trees with exfoliated bark; forages on large terrestrial insects by gleaning in open habitats.	While bats may briefly forage over the project site, no suitable roosting habitat is present on either project site. There is one documented occurrence within 5 miles of the Crow Canyon project site in 1991, but the location is described as the "general vicinity of Danville". Based on the lack of suitable habitat, this species is not likely to occur.
Townsend's big-eared bat <i>Corynorhinus townsendi</i>	-/CSC	Requires spacious cavern-like structures for roosting, typically caves or mines but also in large hollows of trees, attics and abandoned buildings, lava tubes, and under bridges. Forages over a variety of habitats.	While bats may briefly forage over the project site, no suitable roosting habitat is present on either project site. There is one documented occurrence within 5 miles of the Crow Canyon project site, documented 4.91 miles from the site. However, this occurrence is outdated, documented in 1926. Based on the lack of suitable habitat, this species is not likely to occur.
American badger <i>Taxidea taxus</i>	-/CSC	Occurs in grassland, scrub, and woodland with loose-textured soils.	Both project sites provide limited prey sources for badgers. The sites are surrounded by urban development and a badger is not likely to be able to access the sites. The closest CNDDDB occurrence was documented in 1993 2.7 miles from the Bollinger Canyon project site. This record is dated and was recorded in open annual grassland habitat. Based on the lack of suitable habitat and close current records of the species, it is not likely that American badger will occur on either project site.
San Joaquin kit fox <i>Vulpes macrotis mutica</i>	FE/ST	Inhabit open valley and foothill areas with low vegetation supporting grassland. Construct dens in loose textured soils on well-drained sites. Family groups and individuals will use many dens throughout the year, and families may change natal dens once or twice per month. Individuals may use up to two dozen dens, and dens not used for other activities may still be used for escape cover.	This species is extremely rare in the region, the project sites provide a limited prey source and limited denning habitat. The sites are surrounded by urban development and isolated from large tracks of open space. As such, this species is not likely to occur.

^aStatus:

- FE Federally endangered
- FT Federally threatened
- SE State endangered
- ST State threatened
- SC State candidate
- CSC California Species of Special Concern
- CFP California Fully Protected Species

Source: California Department of Fish and Wildlife, 2017. California Natural Diversity Database.

- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Potentially Significant Unless Mitigation Incorporated)*

Sensitive plant communities in California are those that are of limited extent or have experienced loss or degradation as a result of historical and current urban and agricultural development. These communities are monitored by the CDFW. Riparian woodland is the only sensitive plant community that occurs within the vicinity of the project sites, with 1.30 acres associated with the unnamed drainage at the Bollinger Canyon site. This drainage is also potentially under CDFW jurisdiction. The riparian woodland within the Bollinger Canyon site was restored and therefore not a naturally occurring community. Nevertheless, this plant community continues to provide wildlife habitat value. Construction that results in impacts to riparian trees would be a regulated activity under a Fish and Game Code Section 1602 Streambed Alteration Agreement. Impacts to this community are considered significant under CEQA and require mitigation. The following mitigation measures shall be implemented to reduce impacts to riparian woodland/riparian canopy under the jurisdiction of CDFW to a less-than-significant level. In addition, seasonal wetlands are also considered to be sensitive natural communities by CDFW.¹⁹ As described further in Section IV.c below, approximately 0.06 acre of the Crow Canyon project site may be a jurisdictional seasonal wetland.

Mitigation Measure BIO-4: Removal of or impacts to trees and roots of trees within riparian canopy at the Crow Canyon and Bollinger Canyon sites shall be avoided to the extent practicable. When removal or impacts to riparian trees are necessary, all trees within the disturbance area shall be inventoried prior to tree removal or construction in these areas. The species of tree, general condition (i.e., vigor), and diameter at breast height (dbh) shall be collected for all inventoried trees. Standardized recommendations provided by a qualified arborist for tree and root pruning shall be followed as needed. Removal of riparian habitat shall be mitigated at a minimum ratio of 3:1 trees to compensate for the loss of wildlife and plant habitat. Mitigation for riparian canopy may occur onsite, offsite, or through the purchase of mitigation credits. Trees planted on or offsite shall be irrigated for at least two years to increase the chances of survival. Trees shall be of local stock and be native species like those removed or impacted. Planted trees shall be monitored for a period of at least five years with annual reports provided to CDFW.

Work within sensitive natural communities would also be required to be consistent with the conditions specified in the Lake and Streambed Alteration Agreement. With the implementation of the aforementioned mitigation measure, impacts to riparian habitat or other sensitive natural communities resulting from the proposed project will be reduced to a less-than-significant level.

¹⁹ California Department of Fish and Game, 2009. *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities*. November 24.

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

A ditch, an unnamed drainage, and one potential seasonal wetland were identified within the project sites as potentially jurisdictional features subject to regulation under Sections 401 and 404 of the Clean Water Act. A formal jurisdictional delineation would be required to determine the extent of these features under the jurisdiction of the U.S. Army Corps of Engineers (USACE), the Regional Water Quality Control Board (RWQCB), and/or CDFW. If these features are determined to be jurisdictional, a permit from the respective agencies would be required and the following mitigation measure shall be implemented to reduce direct impacts to these aquatic features. Mitigation Measure BIO-4 shall also be implemented to reduce direct impacts to riparian canopy under the jurisdiction of CDFW to a less-than-significant level.

Mitigation Measure BIO-5: Work within aquatic features under the jurisdiction of the USACE, CDFW, and/or RWQCB would be a regulated activity that would require permits from the USACE (Clean Water Act [CWA] Section 404), RWQCB (CWA Section 401), and CDFW (Fish and Game Code Section 1602 Streambed Alteration Agreement). Removal or fill of USACE and/or RWQCB jurisdictional features will be mitigated at a minimum ratio of 1:1 (no net loss). Prior to construction, the impact to jurisdictional waters at both project sites shall be determined and mitigation at a minimum ratio of 1:1 shall be required for fill of jurisdictional areas. Mitigation for jurisdictional features shall occur onsite, offsite, or through the purchase of mitigation credits. A mitigation and monitoring plan shall be developed outlining performance standards to be assessed annually and contingency measures should those standards not be met. Performance criteria shall include percent plant cover, native to non-native plant ratios, evidence of hydrology, and presence of hydric soils and hydric vegetation. Wetlands and drainages created for mitigation shall be monitored for a period of at least five years with annual reports provided to USACE and RWQCB.

With the implementation of the aforementioned mitigation measure, impacts to federally protected wetlands and jurisdictional water bodies resulting from the proposed project would be reduced to a less-than-significant level.

- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (No Impact)*

The proposed project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or migratory wildlife corridors, or impede the use of wildlife nursery sites. Currently, heavily-used major roadways divide both the Bollinger Canyon and Crown Canyon project sites. Construction of pedestrian/bicycle overcrossings at each site may facilitate movement of common wildlife species across the roadways. The proposed project does not involve the construction of any structures or blockades to wildlife movements, and urban adapted wildlife that may use the project sites would still be able to move around or over the overcrossings. As such, wildlife species are expected to be able to continue to use movement corridors, if any, present on the project sites. Neither project site supports native wildlife nurseries. As such, nurseries would not be impacted by the proposed project.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Potentially Significant Unless Mitigation Incorporated)*

Trees in the City of San Ramon are protected under Division 5 of the City of San Ramon Zoning Ordinance, effective on November 30, 2015. Under the general provisions of the zoning ordinance, a tree removal permit is required for any discretionary project that results in the removal of a protected tree or for any activity that results in the relocation, removal, cutting-down, or other act that causes the destruction of a protected tree. Protected trees under the City of San Ramon Zoning Ordinance include the following:

- A native oak tree with a diameter of six or more inches as measured 54 inches above the ground;
- A heritage, or landmark tree or grove identified by City Council Resolution;
- Significant groves or stands of trees identified by City Council Resolution;
- A tree required to be planted, relocated, or preserved that is specifically identified as a condition of approval for a Tree Removal Permit or other discretionary permit, and/or as environmental mitigation for a discretionary permit;
- A tree within 100 feet of a perennial stream, or within 50 feet of a seasonal stream that is six inches or more in diameter as measured at 54 inches above the ground; and
- A mature tree other than those listed in Subsections A.1 through A.4, that is eight inches or more in diameter as measured at 54 inches above the ground that is not otherwise exempt from the requirement of this Chapter.

Willow trees, fruit trees, eucalyptus trees, alder trees, cottonwood trees, pine trees, redwood trees, or similar ornamental trees, as determined by the Director, are not considered to be protected trees.

LSA’s tree survey of the proposed project identified 40 protected trees (2 on the Crow Canyon project site and 38 on the Bollinger Canyon site 2), as shown in Table 5.

Table 5: Protected Trees on the Proposed Project Sites

Project Site	Common Name	Scientific Name	Number of Protected Trees
Bollinger Canyon	Blue oak	<i>Quercus douglasii</i>	4
	Coast live oak	<i>Quercus agrifolia</i>	26
	Valley oak	<i>Quercus lobata</i>	8
Subtotal			38
Crow Canyon	Coast live oak	<i>Quercus agrifolia</i>	2
	Subtotal		
Grand Total			40

Source: LSA Associates, Inc., 2017.

While final design and construction plans have not been developed for the project, development of the proposed project would likely require the removal of existing trees, including trees potentially considered as “protected” trees under the San Ramon Zoning Ordinance. The removal, relocation, cutting-down, or any other activity that would result in the destruction of “protected trees” is regulated by the City per the tree removal permit process. Each affected “protected tree” is required to be replanted with 15-gallon trees at the following ratio (as specified in Table 5-1 of Division 5 of the City of San Ramon Zoning Ordinance):

- 8 blue oaks for each 6 to 9 inch diameter tree removed;
- 4 coast live oaks for each 6 to 9 inch diameter tree removed;
- 6 coast live oaks for each 10 to 15 inch diameter tree removed;
- 10 coast live oaks for each 16 to 25 inch diameter tree removed;
- 6 valley oaks for each 6 to 9 inches in diameter removed;
- 9 valley oaks for each 10 to 15 inch diameter tree removed; and
- 19 valley oaks for each tree removed greater than 26 inches diameter.

To be consistent with the City's Zoning Ordinance and to ensure that impacts associated with the removal of protected trees would be less than significant, the following mitigation measure shall be implemented:

Mitigation Measure BIO-6: Prior to tree removal activities at the project sites, a tree mitigation and planting plan shall be developed. The plan shall be included in the landscape plan for the project and shall identify the number of trees to be removed and the number and location of replacement trees required (replacement trees shall meet or exceed the ratios specified in the tree ordinance). The proposed project shall provide replacement trees on site, where feasible. A total of 32 blue oaks, 120 coast live oaks, and 70 valley oaks could be planted to replace the 38 trees (4 blue oaks, 26 coast live oaks, and 8 valley oaks) that may be removed from the Bollinger Canyon site. A total of 12 coast live oaks could be planted to replace the 2 coast live oaks that may be removed from the Crow Canyon site. The tree mitigation and planting plan shall be approved by the City prior to tree removal and construction. Replacement trees should be planted following the completion of construction activities.

- f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan? (No Impact)*

The project sites are not located within the Covered Area for the East Contra Costa County Habitat Conservation Plan (HCP) and Natural Community Conservation Plan (NCCP). No other HCP, NCCP, or other approved habitat conservation plans apply to either project sites. Therefore, the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Cultural resources are sites, buildings, structures, objects, and districts that may have traditional or cultural value due to their historical significance. CEQA requires that agencies considering projects that are subject to discretionary action shall assess the potential impacts on cultural resources that may occur from project implementation (see Section 15064.5 and Appendix G of the CEQA Guidelines).

This section describes the methods used to establish the baseline conditions for cultural resources in the project corridor and vicinity; describes the cultural resources identified in the vicinity of the project site and their potential significance under CEQA; and presents the State and local legislative regulatory context for cultural resources.

Records Search

LSA conducted a records search (File # 16-0818) for the project sites and vicinity, including a 0.5-mile radius on November 29, 2016, at the Northwest Information Center (NWIC) of the California Historical Resources Information System, Sonoma State University, Rohnert Park. The NWIC, an affiliate of the State of California Office of Historic Preservation, is the official State repository of cultural resource records and reports for Contra Costa County. The records search included a review of the following federal and State inventories:

- California Inventory of Historic Resources (California Office of Historic Preservation 1976);
- California Points of Historical Interest (California Office of Historic Preservation 1992);
- California Historical Landmarks (California Office of Historic Preservation 1996);

- National Historic Landmarks Survey: List of National Historic Landmarks by State (National Parks Service 2009);
- Five Views: An Ethnic Historic Site Survey for California (California Office of Historic Preservation 1988); and
- Directory of Properties in the Historic Property Data File: Contra Costa County (California Office of Historic Preservation, April 5, 2012). The directory includes the listings of the National

The following maps and literature were reviewed:

- General Land Office maps of Rancho San Ramon, dated 1866.
- U.S. Geological Survey Diablo, Calif., 7.5-minute topographic quadrangle, dated 1943 (photo revised 1980).
- Aerial photographs from 1946, 1968, 2002, and 2005 available online at www.historicaerials.com (National Environmental Title Research).
- Geoarchaeological Overview of the Nine Bay Area Counties in Caltrans District 4 (Meyer and Rosenthal 2007).²⁰

On May 16, 2016, LSA mailed a letter describing the project and a map depicting the project site to the Native American Heritage Commission (NAHC) in Sacramento requesting a review of their Sacred Land Files for any Native American cultural resources that might be affected by the proposed project. The NAHC is the official State repository of Native American sacred site location records in California.

Results

Northwest Information Center Database. A search of the NWIC database indicates that there are no archaeological or built-environment cultural resources within or adjacent to the project sites.

In addition, the NWIC indicates that there have been five previous cultural resource studies of the project sites. These studies included pedestrian surveys to identify archaeological cultural resources and are summarized in Table 6.

The map and aerial photograph review identified the former Southern Pacific Railroad alignment within the project sites.

Depositional landforms of Holocene age, such as those mapped within the project sites, are known to contain buried archaeological cultural resources and associated human remains.

²⁰ Meyer, Jack, and Jeffrey Rosenthal, 2007. *Geoarchaeological Overview of the Nine Bay Area Counties in Caltrans District 4*. Caltrans District 4, Oakland, California.

Table 6: Previous Cultural Resource Studies of the Project Site

Author (year)	Findings
Alison, Eric (1993)	No cultural resources identified in the Crow Canyon project site.
Banks, Peter (1982)	No cultural resources identified in the Bollinger Canyon project site.
Holman, Miley and David Chavez (1977)	No cultural resources identified in the Crow Canyon project site.
Jackson, Thomas L. (1977)	No cultural resources identified in the Bollinger Canyon project site.

Sources:

- Banks, Peter, 1982. *An Archaeological Reconnaissance of Wood Valley, a Proposed Land Development in San Ramon, Contra Costa County, California (S-5001)*. On-file at the NWIC, Rohnert Park, California.
- Holman, Miley and David Chavez, 1977. *An Archaeological Reconnaissance of Two New Proposed Waste Water Pipeline Routes, Livermore-Amador Valley Water Management Agency, Alameda County, California (S-727)*. On-file at the NWIC, Rohnert Park, California.
- Jackson, Thomas L., 1977. *Reports of Findings of Archaeological Reconnaissance and Historical Research for the Contra Costa County Assessment District 1973-3, San Ramon, Contra Costa County, California (S-830)*. On-file at the NWIC, Rohnert Park, California.

Native American Heritage Commission. NAHC staff informed LSA that “A records search of the Native American Heritage Commission sacred lands file was completed for the area of project site referenced above with negative results.”²¹

Field Survey. A pedestrian field survey of both project sites was conducted on December 1, 2016. Ground visibility was 5 percent or less throughout. Ground surfaces that were devoid of vegetation within the project sites were inspected for indicators of archaeological deposits. Small areas of soil surface were periodically cleared of obstructions by trowel, and rodent holes, road cuts, and banks were examined for archaeological deposits. The survey was documented in field notes, maps, and photographs. The survey did not identify any archaeological cultural resources within the project site.

- a) *Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5? (Potentially Significant Impact Unless Mitigation Incorporated)*

For the project to have “a substantial adverse change” to a historical resource, it would have to demolish, destroy, relocate, or alter the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired (CEQA Guidelines Section 15064.5(b)). Archaeological sites may qualify as historical resources under CEQA (CEQA Guidelines Section 15064.5(c)(1)).

Generally, for purposes of CEQA, the significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register or an officially recognized local register of historical resources, or its identification in a historical resources survey meeting the requirements of Public Resource Code (PRC) Section 5024.1(g).

²¹ Native American Heritage Commission, 2016. Sharaya Souza, Staff Services Analyst. Written communication with LSA. May 20.

Although the project sites are situated within an archaeologically sensitive environment, the shallow depth of excavation proposed by the project and previous soil disturbance during construction of the railroad facilities indicates that the project has little to no potential to affect intact, buried archaeological cultural resources and human remains. Although no archaeological historical resources have been recorded within the project site, and the potential for such resources is low, the potential for subsurface archaeological historical resources that might be affected by ground-disturbing activities cannot be ruled out. However, implementation of the following mitigation measure would reduce potential impacts to archaeological historical resources to a less-than-significant level.

Mitigation Measure CULT-1: Should an archaeological deposit be encountered during project subsurface construction, all ground-disturbing activities within 25 feet shall be redirected and a qualified archaeologist shall assess the deposit, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Archaeological deposits can include shellfish remains; bones; flakes of, and tools made from, obsidian, chert, and basalt; and mortars and pestles. The City shall be notified by the construction contractor within 24 hours of the encounter. If found to be significant by the archaeologist (i.e., eligible for listing in the California Register of Historical Resources), the City shall be responsible for funding and overseeing implementation of appropriate mitigation measures. Mitigation measures may include, but would not be limited to, recording the archaeological deposit, data recovery and analysis, and public outreach. Upon completion of the selected mitigations, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City for review, and the final report shall be submitted to the Northwest Information Center at Sonoma State University. Significant archaeological materials shall be submitted to an appropriate local curation facility and used for future research and public interpretive displays, as appropriate.

Implementation of the above mitigation measure would reduce the project's potential impacts to archaeological historical resources to a less-than-significant level. Work stoppage in the event of an archaeological discovery would ensure that: 1) if archaeological cultural resources are identified during excavation, these would be evaluated, documented, and studied in accordance with standard archaeological practice; and 2) archaeological deposits and human remains would be treated in accordance with appropriate State codes and regulations.

b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Potentially Significant Impact Unless Mitigation Incorporated)*

According to the CEQA Guidelines, "When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource" (CEQA Guidelines Section 15064.5(c)(1)). Those archaeological sites that do not qualify as historical resources shall be assessed by to determine if these qualify as "unique archaeological resources" (California PRC Section 21083.2). Archaeological cultural resources identified during project ground-disturbing activities shall be treated by the lead agency—in consultation with a qualified archaeologist meeting the *Secretary of the Interior's Professional Qualifications Standards for Archeology*—in accordance with Mitigation Measure CULT-1. As such, implementation of Mitigation Measure CULT-1 would reduce potential impacts to archaeological resources to a less-than-significant level.

c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Potentially Significant Impact Unless Mitigation Incorporated)*

The City's General Plan states that paleontological resources tend to be located along ridgetops, midslope terraces, alluvial flats, at the base of hills, between saddles, near ecotones, and near sources of water including springs.²² Although there is no documentation that suggests that paleontological resources are present within or in the vicinity of the project sites, there is a possibility that construction activities could uncover paleontological resources beneath the surface. Should significant fossils be identified during excavation, their destruction or displacement would potentially result in a substantial adverse change to scientifically important specimens. The following mitigation is proposed to reduce potentially significant effects to previously unrecorded paleontological resources in the project site.

Mitigation Measure CULT-2: Should paleontological resources be encountered during project subsurface construction activities, all ground-disturbing activities within 25 feet shall be redirected and the project paleontologist contacted to assess the situation shall consult with the City and make recommendations for the treatment of the discovery. Fossils can include plants and animals, and such trace fossil evidence of past life as tracks or plant imprints. Ancient marine sediments may contain invertebrate fossils such as snails, clam and oyster shells, sponges, and protozoa; and vertebrate fossils such as fish, whale, and sea lion bones. For purposes of this mitigation, a "qualified paleontologist" shall be an individual with the following qualifications: 1) a graduate degree in paleontology or geology and/or a person with a demonstrated publication record in peer-reviewed paleontological journals; 2) at least two years of professional experience related to paleontology; 3) proficiency in recognizing fossils in the field and determining their significance; 4) expertise in local geology, stratigraphy, and biostratigraphy; and 5) experience collecting vertebrate fossils in the field. If the paleontological resources are found to be significant and project activities cannot avoid them, measures shall be implemented to ensure that the project does not cause a substantial adverse change in the significance of the paleontological resource. Measures may include monitoring, recording the fossil locality, data recovery and analysis, a final report, and accessioning the fossil material and technical report to a paleontological repository. Upon completion of the assessment, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City for review. If paleontological materials are recovered, this report also shall be submitted to a paleontological repository such as the University of California Museum of Paleontology, along with significant paleontological materials. Public educational outreach may also be appropriate.

Implementation of the above mitigation measure would reduce potential impacts to paleontological resources to a less-than-significant level.

²² San Ramon, City of, 2015. *City of San Ramon General Plan 2035, Open Space and Conservation Element*. Available online at: www.ci.san-ramon.ca.us/gprc/gprcindex.htm (accessed July 2, 2017).

d) *Disturb any human remains, including those interred outside of formal cemeteries? (Potentially Significant Impact Unless Mitigation Incorporated)*

Native American skeletal remains are often associated with habitation sites in the Amador Valley. Disturbance by the project of Native American remains interred outside of formal cemeteries would result in a significant impact. If human remains are identified during project construction, Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the Public Resources Code shall apply, as appropriate.

Mitigation Measure CULT-3: If human remains are identified during construction and cannot be preserved in place, the City shall fund: 1) the removal and documentation of the human remains from the project site by a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology; 2) the scientific analysis and of the remains by a qualified archaeologist, should such analysis be permitted by the Native American Most Likely Descendent; and 3) the reburial of the remains, as appropriate. All excavation, analysis, and reburial of Native American human remains shall be done in consultation with the Native American Most Likely Descendent, as identified by the California Native American Heritage Commission.

With implementation of the above mitigation measure, potential impacts to human remains would be reduced to a less-than-significant level.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <i>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; ii) Strong seismic groundshaking; iii) Seismic-related ground failure, including liquefaction; iv) Landslides? (Less-Than-Significant Impact)</i>				

Fault Rupture

No portions of the Crow Canyon site or the Bollinger Canyon site are located within the established Alquist-Priolo Earthquake Fault Zone, and no active faults are known to pass directly beneath either site.²³ Fault rupture of the surface typically occurs along existing faults that have ruptured the surface in the past. Since faults with known surface rupture have been mapped in California, and none are known to occur at the project sites, the potential impacts to the proposed project associated with fault rupture are low and would be less than significant.

²³ San Ramon, City of, 2015. *City of San Ramon General Plan 2035, Safety Element*. Available online at: www.ci.san-ramon.ca.us/gprc/documents/09Safety.pdf (accessed July 5, 2017).

Seismic Ground Shaking

The proposed project is located in the San Francisco Bay Area, a region of intense seismic activity. Ground shaking is likely to occur within the life of the project as a result of future earthquakes. The closest known active fault to the project sites is the Calaveras Fault, which is located approximately 0.7 miles west of the Crow Canyon site and approximately 1 mile west of the Bollinger Canyon site. Due to the proposed project's location in a seismically active area, strong seismic ground shaking at the site is highly probably during the life of the project. The intensity of ground shaking would depend of the characteristics of the fault, distance from the fault, earthquake magnitude and duration, and site-specific geologic conditions. However, the proposed overcrossings would be developed in conformance with the California Building Code to ensure that potential impacts associated with strong seismic ground shaking are reduced to a less-than-significant level.

Liquefaction

Liquefaction refers to the sudden, temporary loss of soil shear strength during strong ground shaking. Liquefaction-related phenomena include liquefaction-induced settlement, flow failure, and lateral spreading. These phenomena can occur where there are saturated, loose, granular deposits. The City's General Plan identifies both project sites as being located within potential liquefaction zones during strong ground shaking events.²⁴ However, compliance with the California Building Code and the recommendations of a project-specific soils report (as required by the City) would ensure that potential impacts associated with liquefaction are reduced to a less-than-significant level.

Landslides

A landslide generally occurs on relatively steep slopes and/or on slopes underlain by weak materials. The project sites are located on relatively flat areas and are not located next to any hills. Furthermore, the project sites are not located within an area considered to be subject to earthquake-induced landslides.²⁵ Therefore, the potential of the proposed project to exposure people or structures to risk as a result of landslides is considered less than significant.

b) Result in substantial soil erosion or the loss of topsoil? (Less-Than-Significant Impact)

Topsoil is defined as the upper part of the soil profile that is relatively rich in humus and is technically known as the A-horizon of the soil profile.²⁶ Grading and earthmoving during project construction has the potential to result in erosion and loss of topsoil. Exposed soils could be entrained in stormwater runoff and transported off the project sites. However, this impact would be reduced to a less-than-significant level through compliance with water quality control measures, which include preparation of a Stormwater Pollution Prevention Plan (SWPPP) (refer to Section IX, Hydrology and Water Quality). Although designed primarily to protect stormwater quality, the SWPPP would

²⁴ Ibid.

²⁵ California Department of Conservation, 1982. State of California Special Studies Zones, Diablo Quadrangle (map). Available online at: gmw.conservacion.ca.gov/SHP/EZRIM/Maps/DIABLO.PDF (accessed July 5, 2017). January 1.

²⁶ California State Mining and Geology Board, 2014. Surface Mining Reclamation Act Regulations. California Code of Regulations, Title 14, Division 2, Chapter 8, Subchapter 1.

incorporate Best Management Practices (BMPs) to minimize erosion. Additional details regarding the SWPPP are provided in Section IX, Hydrology and Water Quality of this Initial Study.

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

As previously discussed in Section VI.a, above, site soils would not be subject to lateral spreading or landslides, but do have the potential for liquefaction-induced settlement. However, compliance with the requirements of the California Building Code would reduce potential risks to people and structures as a result of liquefaction to a less-than-significant level.

Subsidence or collapse can result from the removal of subsurface water resulting in either catastrophic or gradual depression of the surface elevation of the project sites. The proposed project would not connect to any water systems and would not utilize groundwater at the site. The new overcrossings would not introduce new foundation systems that would alter the stability of existing buildings in the vicinity and the potential for subsidence or collapse is low. As such, this impact would be less than significant.

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

Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. Shrink-swell potential is influenced by the amount and type of clay mineral present and can be measured by the percent change of the soil volume. The Pescadero clay loam was identified at the Bollinger Canyon site while Clear Lake clay was identified at the Crow Canyon site.²⁷ Due to the high clay content and strength of clayey soils, the soils would be considered expansive which could damage structural foundations. However, adherence to the California Building Code requirements would ensure that geotechnical design of the proposed project would reduce the potential for impacts related to expansive soils to a less-than-significant level.

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? (No Impact)*

The proposed project involves the construction of two separate pedestrian and bicycle overcrossings at Crow Canyon Road and Bollinger Canyon Road and does not include on-site treatment or disposal of wastewater. Therefore, the proposed project would have no impacts associated with soils incapable of supporting alternative wastewater disposal systems.

²⁷ Natural Resources Conservation Service, 2017. *Web Soil Survey*. Website: websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx (accessed July 3).

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

Greenhouse gases (GHGs) are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO₂);
- Methane (CH₄);
- Nitrous oxide (N₂O);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs); and
- Sulfur Hexafluoride (SF₆).

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, believed to be causing global warming. While manmade GHGs include naturally-occurring GHGs such as CO₂, methane, and N₂O, some gases, like HFCs, PFCs, and SF₆ are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere (“atmospheric lifetime”). The GWP of each gas is measured relative to CO₂, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO₂ over a specified time period. GHG emissions are typically measured in terms of pounds or tons of “CO₂ equivalents” (CO₂e).

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Less-Than-Significant Impact)*

The following section describes the proposed project's construction and operational related GHG emissions and contribution to global climate change. The BAAQMD has not addressed emission thresholds for construction in their CEQA Guidelines; however, the BAAQMD encourages quantification and disclosure. Thus, construction emissions are discussed in this section. As discussed below, the proposed project would not generate substantial GHG emissions that would have a significant effect on the environment and this impact would be less than significant.

Construction Emissions

Construction activities, such as site preparation, site grading, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting the construction crew would produce combustion emissions from various sources. During construction of the proposed project, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO₂, CH₄, and N₂O. Furthermore, CH₄ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

The BAAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are encouraged to quantify and disclose GHG emissions that would occur during construction. Using the Road Construction Emissions Model, it is estimated that the project would generate approximately 2,551 metric tons of CO₂ during construction of the project. The BAAQMD does not have a threshold for construction emissions. Implementation of Mitigation Measures AIR-1, as discussed in Section III.b, would further reduce construction GHG emissions by limiting construction idling emissions. Construction emissions would be considered less than significant.

Operational Emissions

The proposed project would construct two overcrossings along the existing Iron Horse Trail alignment to improve access and safety for bicyclists and pedestrians along the Iron Horse Trail and to create better access and a more pedestrian-friendly environment at the two major arterial crossings. Once completed, the proposed project would not generate any GHG emissions or result in any new vehicle trips that would contribute to an increase in GHG emissions. Therefore, GHG emissions generated by the proposed project would be less than significant. No mitigation is required.

- b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Less-Than-Significant Impact)*

The City of San Ramon Climate Action Plan (CAP), adopted in 2011, addresses local climate change and includes GHG reduction targets to comply with Assembly Bill 32, the California Global Warming Solutions Act of 2006. The CAP strategy is primarily based upon the land use, transportation, and conservation policies that are included in the General Plan 2030. The CAP demonstrates that through land use planning/density choices, reduction in vehicle miles traveled, and energy conservation measures, the City contributes to the State greenhouse gas reduction targets. The CAP has been

determined to be a “Qualified Greenhouse Gas Reduction Strategy” as defined by the BAAQMD guidelines. As such, it serves as a guidance document for local decision makers and staff to ensure that future actions and land use decisions are also consistent with State and local greenhouse gas reduction goals as they relate to climate change and CEQA.

As discussed above, the long-term use of the project is for a pedestrian and bicycle trail overcrossing. The CAP includes Policy 5.7.I-11, which states that the City will work with Caltrans to improve bicycle and pedestrian safety and freeway crossings. Additionally, Strategy T-3 of the CAP states the City will provide a safe and well-connected system of bicycle paths, lanes, and trails to increase bicycle use. Policy 5.7-I-3 states the City will continue to emphasize the Iron Horse Trail as a major north-south route for non-motorized transportation by implementing connections and enhancing amenities for bicyclists and pedestrians. The project is consistent with these policies as it would add overcrossings to the trail, enhancing safety and efficiency of trail use for bicycle transportation. In addition, the City is currently in the process of preparing a Bike Master Plan that will develop strategies to improve safety and access and encourage bicycling throughout the City. The plan is anticipated to emphasize the Iron Horse Trail as a major north-south route for non-motorized transportation throughout the City. Development of the proposed project is anticipated to be consistent with the goals and objectives of the City’s Bike Master Plan, once developed and approved.

The proposed project would not result in a substantial increase in GHG emissions and, therefore, is consistent with the CAP and would not generate emissions that would exceed the project-level significance criteria established by the BAAQMD. The project would also be consistent with the strategies and policies included in the CAP. Therefore, the proposed project would not conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions. This impact would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS.				
Would the project:				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following discussion is based on the findings from the Phase I Initial Site Assessment²⁸ (Phase I ISA) prepared for the proposed project. A copy of the Phase I ISA is included in Appendix B of this document.

²⁸ BASELINE Environmental Consulting, 2016. *DRAFT Phase I/Initial Site Assessment San Ramon Iron Horse Trail Overcrossings Project*. October.

- a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Less-Than-Significant Impact)*

Although small quantities of commercially-available hazardous materials could be used during project construction activities (e.g., oil, gasoline, paint) and for landscape maintenance within the project sites, these materials would not be used in sufficient quantities to pose a threat to human or environmental health. Therefore, development of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Potentially Significant Impact Unless Mitigation Incorporated)*

A Phase I ISA was conducted for the proposed project to determine the level of risk associated with hazardous materials, hazardous waste, and contamination at the project sites. The presence of contaminated materials at or in the vicinity of the proposed project could adversely affect construction workers or trail users.

The Phase I ISA prepared for the proposed project evaluated historical land uses at both project sites based on a review of historical topographic maps and aerial photographs. The Phase I ISA determined that the Crow Canyon site was used for railroad track operations from at least 1896 until around 1979, and the Bollinger Canyon site was used for railroad track operations from at least 1939 until 1979. Several classes of hazardous materials are associated with railroad corridors. Ballast used for railroad track construction is of unknown origin and could potentially contain metals or other contaminants. Wooden railroad ties were historically treated with tar for waterproofing, containing polynuclear aromatic hydrocarbons (PAHs), and arsenic to prevent insect damage. Railroad alignments were often treated with herbicides for weed control, which could include metals such as arsenic and chlorinated organic compounds. All of these compounds are persistent in the environment and, if used during railroad construction and operation, could have resulted in residues of arsenic, metals, chlorinated herbicides, and PAHs in shallow soils. As these contaminants are not very mobile in soil, the contaminants would be expected to remain in soils near the former railroad tracks but could have been spread throughout the project site during removal of the railroad tracks in the late 1970s and later development of the Iron Horse Trail.

The Phase I ISA identified the following Recognized Environmental Condition (REC), as defined by ASTM-E1527-13 on the project site due to former site uses. The Phase I ISA identified arsenic, other metals, polynuclear aromatic hydrocarbons, and chlorinated herbicides in shallow soils from former railroad construction and operations.

Development of the proposed project would not result in the release of substantial quantities of hazardous materials into the environment. However, site soils may contain elevated concentrations of arsenic and other contaminants that could pose a hazard to construction workers during excavation and grading activities at the site. Exposure of construction workers to arsenic and other contaminants during grading and construction could result in adverse health effects, depending on the duration and extent of exposure. However, implementation of the following mitigation measure would ensure that potential impacts associated with contaminated site soils would be less than significant.

Mitigation Measure HAZ-1: Prior to construction, a soils and groundwater investigation shall be performed to investigate hazardous materials concerns related to soil and groundwater that will be encountered during project construction, as identified in the Phase I ISA. Based on the findings and recommendations of this investigation, the construction contractor may need to implement special soil, groundwater, and construction materials management and disposal procedures for hazardous materials, as well as construction worker health and safety measures during construction. The general areas and contaminants of concern for investigating soil, groundwater, and construction materials are summarized below.

Shallow soil samples should be collected in areas where soils will be disturbed in proposed construction activities and analyzed for arsenic, other metals, PAHs, and chlorinated herbicides. Soil analytical results should be screened against naturally-occurring concentrations for arsenic and other metals as well as the RWQCB Environmental Screening Levels (ESLs) to determine appropriate actions to ensure the protection of construction workers, future site users, and the environment. Soil analytical data should also be screened against state and federal hazardous waste thresholds to determine soil management options. A portion of the samples collected should also be analyzed for asbestos to determine if fill materials containing naturally-occurring asbestos may have been placed at the project site.

Groundwater samples should be collected in areas where proposed construction activities may encounter the groundwater. As the potential source of groundwater contamination is a petroleum pipeline, groundwater samples should be analyzed for petroleum hydrocarbons (as gasoline, diesel, and motor oil) and volatile organic compounds (VOCs).

With implementation of Mitigation Measure HAZ-1, impacts related to the release of hazardous materials would be reduced to a less-than-significant level.

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Potentially Significant Impact Unless Mitigation Incorporated)*

Iron Horse Middle School is located approximately 0.24 miles northeast of the Bollinger Canyon site and 0.8 miles southeast of the Crow Canyon site. During operation of the proposed overcrossings, no hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste would occur at the project site. However, it is possible that, if improperly managed, emissions and/or releases of hazardous materials could occur during construction. However, implementation of Mitigation Measure HAZ-1 would ensure that potential impacts to nearby schools associated with hazardous materials emissions and use at the project site would be less than significant.

- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (No Impact)*

California Government Code Section 65962.5 requires the compiling of lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated. Records searches

were performed as part of the Phase I ISA. In addition, searches were conducted on July 3, 2017, using the GeoTracker database maintained by the State Water Resources Control Board, the EnviroStor database maintained by the Department of Toxics Substance Control, and the EnviroMapper database maintained by the U.S. Environmental Protection Agency. The project sites are not listed in any of these databases as a hazardous materials site. Therefore, there would be no impact related to listing on hazardous materials sites compiled pursuant to Government Code Section 65962.5.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (No Impact)*

The proposed project is not located within 2 miles of a public airport or public use airport. The closest airport is the Livermore Municipal Airport which is located approximately 8.8 miles southeast of the Bollinger Canyon site and approximately 10 miles southeast of the Crow Canyon site. Therefore, development of the proposed project would not cause a hazard to air navigation or result in a safety hazard for people residing or working within the vicinity of the project sites.

- f) *For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (No Impact)*

The proposed project sites are not located within the vicinity of a private airstrip. The nearest private airstrip in the Little Hands Airport located approximately 4.7 miles northwest of the Crow Canyon Road site and approximately 5.7 miles northwest of the Bollinger Canyon Road site. Therefore, development of the proposed project would not expose people to airport-related hazards. As such, there would be no impact.

- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Less-Than-Significant Impact)*

The proposed project would enhance bicycle and pedestrian access and circulation along the Iron Horse Trail and in the vicinity of the project sites. Development of the proposed project would not impair the implementation of or substantially interfere with an adopted emergency response plan or emergency evacuation plan.

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

According to the City's General Plan mapping of wildland fire hazard areas, neither of the project sites are located within the fire hazard severity zones and both are located within "Built and Planned Urban Land."²⁹ The proposed project would develop bicycle and pedestrian overcrossings at Crow Canyon Road and Bollinger Canyon Road within existing rights-of-way. The proposed project would not introduce inappropriate uses or materials to either site such as housing or a large amount of fire-

²⁹ San Ramon, City of, 2015. *City of San Ramon General Plan 2035 Safety Element*, Figure 9-3, Wildfire Hazards (updated July 1, 2017). Available online at: www.ci.san-ramon.ca.us/gprc/documents/09Safety.pdf (accessed July 5, 2017).

susceptible vegetation to the site that would increase the risk of wildland fire on the sites. Therefore, this impact would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY.				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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IX. HYDROLOGY AND WATER QUALITY.

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- a) *Violate any water quality standards or waste discharge requirements? (Less-Than-Significant Impact)*

The State Water Resources Control Board and nine Regional Water Quality Control Boards regulate water quality of surface water and groundwater throughout California. In the Bay Area, including the project site, the San Francisco Bay Regional Water Quality Control Board (RWQCB) is responsible for the implementation of the Water Quality Control Plan (Basin Plan). The Basin Plan establishes beneficial water uses for waterways and water bodies within the region.

Runoff water quality is regulated by the National Pollutant Discharge Elimination System (NPDES) Program (established through the federal Clean Water Act). The NPDES program objective is to control and reduce pollutant discharges to surface water bodies. Compliance with NPDES permits is mandated by State and federal statutes and regulations. Locally, the NPDES Program is administered by the RWQCB. According to the water quality control plans of the RWQCB, any construction activities, including grading that would result in the disturbance of 1 acre or more would require compliance with the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activity (Construction General Permit). The total area of disturbance at the Crow Canyon project site would be approximately 2.2 acres and the total area of disturbance at the Bollinger Canyon project site would be approximately 4.4 acres. As such, the proposed project would be required to comply with the Construction General Permit.

New development and significant redevelopment projects that would create or replace more than 10,000 square feet of impervious surface are subject to Provision C.3 of the Water Board order. The proposed project would create approximately 28,000 square feet of impervious surface at the Bollinger Canyon site and 24,000 square feet of impervious surface at the Crow Canyon site and therefore would be required to meet all the terms of the permit.

During the construction period, grading and excavation activities would result in exposure of soil to runoff, potentially causing erosion and entrainment of sediment and contaminants in the runoff. Soil stockpiles and excavated areas on the project site would be exposed to runoff and, if not managed properly, the runoff could cause erosion and increased sedimentation and pollutants in stormwater.

The potential for chemical releases is present at most construction sites given the types of materials used, including fuels, oils, paints, and solvents. Site grading during the construction period could result in releases of contaminants in site soils. Once released, these substances could be transported to San Francisco Bay in stormwater runoff, wash water, and dust control water, potentially reducing water quality. Erosion of contaminated soils could result in the transport of pollutants (along with the sediments) to the Bay.

The proposed project would be required to comply with the City of San Ramon Municipal Code relating to grading projects, erosion control, and discharge regulations and requirements (Division B6, Chapter XII). In addition, the construction contractor would be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) designed to reduce potential impacts to surface water quality through the construction of and life of the project. The SWPPP would act as the overall program document designed to provide measures to mitigate potential water quality impacts associated with the implementation and operation of the proposed project. The SWPPP would include:

1. Specific and detailed Best Management Practices (BMPs) designed to reduce construction-related pollutants. Specific and detailed BMPs included in the SWPPP would include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g. fuels, lubricants, paints, solvents, adhesives) with stormwater. The SWPPP would specify properly designed centralized storage areas that keep these materials out of the rain.
2. Specific BMPs designed to reduce erosion of exposed soil that may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fences, placement of hay bales, and sediment basins. The potential for erosion is generally increased if grading is performed during the heavy rainy season, as disturbed soil can be exposed to rainfall and storm runoff. If grading must be conducted during the rainy season, the primary BMPs selected shall focus on erosion control (i.e., keeping sediment on the site). End-of-pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures. Entry and egress from the construction site shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash-down facilities would be designed to be accessible and functional both during dry and wet conditions.
3. A monitoring program to be implemented by the construction site supervisor that includes both dry and wet weather inspections.
4. Measures designed to reduce potential water quality degradation of runoff from all portions of the completed development.

Compliance with the terms of the SWPPP and other Municipal Code requirements related to stormwater and water quality would ensure that potential impacts to water quality would be less than significant.

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

The proposed project sites would not require the use or extraction of groundwater. Although the project would introduce an incremental increase in impervious surfaces in the form of the overcrossings, stormwater would generally drain into landscaped and other pervious areas on either side of the trail, allowing continued groundwater recharge in the area. Therefore, the project would not substantially deplete groundwater supplies or interfere with groundwater recharge.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (Less-Than-Significant Impact)*

The proposed project sites are located in developed areas and would not substantially alter the existing drainage patterns in a manner that would result in substantial erosion or siltation on- or off-site. Specifically, the surface of the Crow Canyon and Bollinger Canyon overcrossings would have a minimum cross slope of 1 percent for proper drainage. Development of the two overcrossing would not alter the course of a stream or river, such that substantial on- or off-site erosion/siltation or flooding would occur and this impact would be less than significant.

- d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Less-Than-Significant Impact)*

Refer to Section IX.c. The project would not substantially alter the existing drainage or flooding pattern of the project sites.

- e) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Less-Than-Significant Impact)*

Please refer to Section IX.a IX.c. Compliance with Municipal Code and RWQCB requirements would ensure that potential impacts associated with polluted runoff from the project sites would be reduced to a less-than-significant level. In addition, the drainage pattern of the sites would not be substantially altered and stormwater would generally drain into landscaped and other pervious areas on either side of the pathway; therefore, the proposed project would not exceed the capacity of the stormwater system.

- f) *Otherwise substantially degrade water quality? (Less-Than-Significant Impact)*

Aside from less than significant impacts related to construction activities and post-construction site uses (see Section IX.a), the proposed project would not adversely affect water quality.

- g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (No Impact)*

The proposed project does not include housing. Therefore, the placement of housing in a floodplain would not occur.

- h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Less-Than-Significant Impact)*

The proposed project sites are not located within 100-year flood hazard areas. In addition, the project does not include placement of structures that would impede or redirect flood flows.

- i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam? (Less-Than-Significant Impact)*

The project sites are not located in areas susceptible to flooding hazards associated with failure of a levee or dam. Although development of the project could result in a small increase in the number of bicyclists and pedestrians in the area, the increase in the number of people exposed to flooding risks as a result of a levee or dam failure would remain minimal. Therefore, this impact would be less-than-significant.

- j) *Inundation by seiche, tsunami, or mudflow? (No Impact)*

The project sites are not located near any large open bodies of water; therefore, impacts associated with seiches would not occur. Coastal hazards such as tsunamis, extreme high tides, and sea level rise would not adversely affect the project sites. In addition, the project sites would not be affected by mudflow due to the minimal slope at each site. As such, no impact would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Physically divide an established community? (Less-Than-Significant Impact)*

The physical division of an established community typically refers to the construction a physical features (such as an interstate highway or railroad tracks) or removal of a means of access (such as a

local road or bridge) that would impair mobility within an existing community, or between a community and an outlying area. For instance, the construction of an interstate highway through an existing community may constrain travel from one side of the community to another; similarly, such construction may also impair travel to areas outside the community.

The proposed project involves construction of two bicycle and pedestrian overpass crossings within the existing Iron Horse Trail alignment. The new bicycle and pedestrian overcrossings would provide safer and more convenient connections along the Iron Horse Trail and help to create a more cohesive trail network. As such, the proposed project would not result in a physical division of an established community or adversely affect the continuity of land uses in the vicinity. The proposed project would instead enhance accessibility and connectivity in the area and would result in a less-than-significant impact with regard to physically dividing an established community.

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

The Crow Canyon and Bollinger Canyon sites are designated as “Roadway” and “Parks” within the City’s General Plan. The Crow Canyon site is also designated as “Crow Canyon Planning Subarea” and the “North Camino Ramon Specific Plan Area” in the City’s General Plan and Zoning Map. The Crow Canyon site is also within the boundaries of the North Camino Ramon Priority Development Area (PDA) which is part of the Plan Bay Area regional strategy. The Bollinger Canyon site is also located within the City’s “Bishop Ranch Planning Subarea” and is adjacent to the City Center Mixed-Use District as identified in the City’s General Plan. The Bollinger Canyon site is also within the boundaries of the City Center PDA which is part of the Plan Bay Area regional strategy. Both sites are zoned as Parks and Recreation on the City’s Zoning map.

The proposed project would not introduce any uses that are different from what is currently located on the site but would develop a new bicycle and pedestrian bridge over Crow Canyon and Bollinger Canyon roads within existing public rights of way. In addition, the proposed project is consistent with General Plan Policy 6.5-1-18 which proposes to, “increase the accessibility and connectivity to the Iron Horse Trail and the regional/city trail network, including the possibility of bicycle/pedestrian overcrossing(s) described in the San Ramon Valley Iron Horse Trail Corridor Concept Plan.” As such, the proposed project is consistent with and supports applicable policies and regulations and would not conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project.

- c) *Conflict with any applicable habitat conservation plan or natural community conservation plan? (No Impact)*

Please refer to Section IV.f. The proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <i>Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? (No Impact)</i>				

The City of San Ramon's General Plan does not identify any regionally or locally important mineral resources within the City. In addition, the proposed project is located within an urban area that is unlikely to contain any mineral resources. As such, the proposed project would not have an adverse effect on known mineral resources and no impact would occur.

b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (No Impact)*

Please refer to Section XI.a. The proposed project would not result in the loss of availability of any known locally important mineral resource recovery site.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE. Would the project result in:				
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A project will normally have a significant effect on the environment related to noise if it would substantially increase the ambient noise levels for adjoining areas or conflict with the adopted environmental plans and goals of the community in which it is located. The applicable noise standards governing the project sites are the criteria in the City General Plan Noise Element and the Noise Ordinance. Noise impacts can be described in three categories. The first is audible impacts that increase noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3.0 decibels (dB) or greater since this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, is the change in the noise level between 1.0 and 3.0 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category is changes in noise level of less than 1.0 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant. For the purpose of this analysis, the proposed project creates a significant noise impact if the project-related noise increase at an existing sensitive receptor is greater than 3 dB and the resulting noise level is greater than the standards cited below or if the project-related increase in noise is greater than 5 A-weighted decibels (dBA), yet the resulting noise levels are within the applicable land use compatibility standards for the sensitive use.

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The project sites are located in urban areas within the City and are surrounded by a mix of uses, including residential, hotel, commercial, office, and institutional uses. Existing surrounding land uses generally face away from and do not connect to the trail corridor. In general, the trail corridor is screened from surrounding uses by existing fencing or mature landscaping and, in most locations, existing surface parking lots or rear yards associated with nearby uses are immediately adjacent to the trail. The closest sensitive receptors include the multi-family residential uses located approximately 160 feet

northeast of the Crow Canyon project site and a hotel located approximately 50 feet east of the Bollinger Canyon project site.

The primary existing noise sources contributing to ambient noise within the vicinity of the project sites are traffic associated with Crow Canyon Road and Bollinger Canyon Road and other noise from motor vehicles generated by engine vibrations, the interaction between the tires and the road, and vehicle exhaust systems.

- a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Potentially Significant Unless Mitigation Incorporated)*

Short-Term (Construction) Noise Impacts

Short-term noise impacts would occur during demolition, grading and site preparation activities. Table 7 lists maximum noise levels recommended for noise impact assessments for typical construction equipment, based on a distance of 50 feet between the equipment and a noise receptor. Construction-related short-term noise levels would be higher than existing ambient noise levels currently within the vicinity of the project sites but would no longer occur once construction of the project is completed.

Two types of short-term noise impacts could occur during construction of the proposed project. The first type involves construction crew commutes and the transport of construction equipment and materials to the site for the proposed project, which would incrementally increase noise levels on roads leading to the site. As shown in Table 7, there would be a relatively high single-event noise exposure potential at a maximum level of 87 dBA L_{max} with trucks passing at 50 feet.

The second type of short-term noise impact is related to noise generated during excavation, grading, and construction on the project sites. Construction is performed in discrete steps, or phases, each with its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase.

Typical maximum noise levels range up to 91 dBA L_{max} at 50 feet during the noisiest construction phases. The site preparation phase, including excavation and grading of the site, tends to generate the highest noise levels because earthmoving machinery is the noisiest construction equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings.

Sensitive receptors are located within the vicinity of the project sites. Therefore, the closest off-site sensitive receptors may be subject to short-term construction noise reaching 91 dBA L_{max} when construction is occurring at the project site boundaries. Construction noise is permitted by the Municipal Code when activities occur between the hours of 7:30 a.m. and 7:00 p.m. Monday through Friday and between 9:00 a.m. and 6:00 p.m. on Saturdays and Sundays. Construction is prohibited on federal holidays.

Table 7: Typical Construction Equipment Maximum Noise Levels, Lmax

Type of Equipment	Range of Maximum Sound Levels (dBA at 50 feet)	Suggested Maximum Sound Levels for Analysis (dBA at 50 feet)
Pile Drivers	81 to 96	93
Rock Drills	83 to 99	96
Jackhammers	75 to 85	82
Pneumatic Tools	78 to 88	85
Pumps	74 to 84	80
Scrapers	83 to 91	87
Haul Trucks	83 to 94	88
Cranes	79 to 86	82
Portable Generators	71 to 87	80
Rollers	75 to 82	80
Dozers	77 to 90	85
Tractors	77 to 82	80
Front-End Loaders	77 to 90	86
Hydraulic Backhoe	81 to 90	86
Hydraulic Excavators	81 to 90	86
Graders	79 to 89	86
Air Compressors	76 to 89	86
Trucks	81 to 87	86

Source: Bolt, Beranek & Newman, 1987. *Noise Control for Buildings and Manufacturing Plants*.

As discussed above, construction noise would result in a temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. Implementation of the following mitigation measure for project construction would reduce potential construction period noise impacts for the indicated sensitive receptors to less-than-significant levels.

Mitigation Measure NOI-1: The project contractor shall implement the following measures during construction of the project:

- Equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
- Place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the active project sites.
- Locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the active project sites during all project construction.
- Ensure that all general construction related activities are restricted to between 7:30 a.m. and 7:00 p.m. Monday through Friday and between 9:00 a.m. and 6:00 p.m. on Saturdays and Sundays except where traffic or safety warrants alternate hours. Construction is prohibited on federal holidays.

Implementation of Mitigation Measure NOI-1 would limit construction activities to the less noise-sensitive periods of the day and would reduce construction impacts to a less-than-significant level.

Operational Noise Impacts

Operation of the trail overcrossing would not result in exposure of persons to or generation of noise levels in excess of standards established in the General Plan or Noise Ordinance, since the project is not expected to generate substantial vehicular traffic or other operational noise. Pedestrians or bicyclists may generate talking and noise intermittently while using the trail; however, this noise level would be similar to existing conditions and would not generate noise levels that would exceed the applicable standards. Therefore, the proposed project would not expose persons to noise levels in excess of local standards.

- b) *Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels? (Less-Than-Significant Impact)*

Common sources of ground borne vibration and noise include trains and construction activities such as blasting, pile driving and operating heavy earthmoving equipment. Construction of the proposed project would involve site preparation, and construction activities but would not involve the use of construction equipment that would result in substantial ground-borne vibration or ground-borne noise on properties adjacent to the project sites. No pile driving, blasting, or significant grading activities are proposed. Furthermore, operation of the proposed project would not generate substantial ground-borne noise and vibration. Therefore, the project would not result in the exposure of persons to or generation of excessive ground-borne noise and vibration impacts are considered less than significant, and no mitigation is required.

- c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (No Impact)*

The long-term use of the project is for a pedestrian and bicycle trail overcrossing. As discussed in Section XII.a, above, this land use would not generate increased ambient noise levels. No substantial long-term increase in ambient noise levels is expected as a result of project implementation.

- d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Less-Than-Significant Impact)*

Although there would be temporary high intermittent construction noise at times within and in the vicinity of the project sites, construction of the proposed project would not significantly affect land uses adjacent to the project sites. In addition, construction of the project would comply with the hourly limits specified by the City's Municipal Code, as required by Mitigation Measure NOI-1. Therefore, the project would not result in a substantial temporary or periodic increase in ambient noise levels.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (No Impact)*

The proposed project is not located within 2 miles of a public or public use airport. Aircraft flyover noise is occasionally audible at the project sites, due to the flightpath of the regional airports in the vicinity; however, no portion of the project sites lies within the 65 dBA CNEL noise contours of any

public airport nor does any portion of the project sites fall within 2 miles of any private airfield or heliport. Therefore, the impact of noise levels from aviation sources would be less than significant.

f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (No Impact)*

Please see Section VIII.e. The project is not located within two miles of a public or public use airport and would not expose future site users to excessive noise levels.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (No Impact)*

The proposed project involves construction of two bicycle and pedestrian overcrossings in the City of San Ramon. There is no new housing proposed or commercial use proposed as part of the proposed project. As such, the project would not induce population growth in the area or result in a significant increase in employment. The proposed project would not result in any impacts related to population growth.

b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (No Impact)*

The proposed project sites do not contain any housing. Therefore, construction of the proposed project would not involve the removal of any housing. As such, there would be no impact with regard to displacement of housing.

- c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (No Impact)*

Please see response to XII.b, above. The project would not displace any people and would not require the construction of replacement housing. Therefore, no impact would occur.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIV. PUBLIC SERVICES.

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- | | | | | |
|-----------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| i. Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii. Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii. Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv. Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| v. Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection, police protection, schools, parks, other public facilities? (No Impact)*

Fire Protection

The San Ramon Valley Fire Protection District (SRVFD) provides fire protection services to the City of San Ramon and currently has 10 fire stations, an administrative office building, a tactical training site and various support facilities including a services warehouse, communications annex building and several radio towers. The nearest station to the proposed project sites is Station 34 located at 12599 Alcosta Boulevard approximately 0.3 mile from the Bollinger Canyon site and approximately 1 mile from the Crow Canyon site. The SRVFD would continue providing fire protection services to the project sites and vicinity and would not require additional firefighters to serve the proposed

project. The construction of a new or expanded fire station would not be required. As such, the proposed project would have a less-than-significant impact with regard to fire protection services.

Police Protection

The City of San Ramon's Police Department provides police protection services to the proposed project. The department's headquarters are located at 2401 Crow Canyon Road, approximately 1.5 miles from the Crow Canyon site and approximately 2.25 miles from the Bollinger Canyon site. The department currently provides police protection services to the properties surrounding the project site. The proposed project would not involve activities that would result in a substantial increase in the need for police services. Therefore, the proposed project would have a less-than-significant impact with regard to police protection services.

Schools

The proposed project is located within an area served by the San Ramon Valley Unified School District, and does not involve residential development. As such, the proposed project would not cause an increase in residential housing, population or the need for additional new or expanded school services. As such, there would be no impact.

Parks

The proposed project involves the development of new bicycle and pedestrian overcrossings at Crow Canyon Road and Bollinger Canyon Road in the City of San Ramon. Development of the proposed project would provide safer connections along the Iron Horse Trail and between existing recreational facilities and parks in the vicinity of the sites; however, a significant increase in the usage of these facilities is not anticipated. Therefore, the proposed project would not result in deterioration of recreational facilities.

Other Public Facilities

Development of the proposed project is not anticipated to increase demand for other public services, including libraries, community centers, and public health care facilities. As such, the proposed project would result in no impact with regard to other public services.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XV. RECREATION.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

As noted in Section XIV.a, the proposed project would not result in an increase in park usage. The proposed project is intended to provide safer and better connectivity along the existing Iron Horse Trail. Because the project would provide safer and enhanced access to other parks and recreational facilities within the vicinity of the project sites, use of these facilities could incrementally increase. However, the increase in use resulting from development of the proposed project would not cause physical deterioration of existing local and regional trail facilities and the proposed project would be consistent with General Plan policies that support increased trail connections. Therefore, this impact would be less than significant.

- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (No Impact)*

The proposed overcrossings consist of better and improved connections between existing segments of the Iron Horse Trail, which is a recreational facility. The environmental effects of the project are discussed in this analysis. The proposed project would not otherwise result in physical effects on the environment due to construction of a recreational facility.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted polices, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (Less-Than-Significant Impact)*

The proposed project would construct two overcrossings along the existing Iron Horse Trail alignment. The proposed overcrossings, located at Crow Canyon Road and Bollinger Canyon Road, are intended to improve safety by reducing conflicts between pedestrians, bicyclists, and motorists and providing an environmental that encourages walking and bicycling along the trail; improve motor vehicle circulation by removing at-grade crossing conflicts; reduce traffic delays; reduce unsafe crossing maneuvers by pedestrians and bicyclists; increase trail crossing usage by improving the comfort at both crossings; and improve air quality by reducing stopping and idling at the at-grade trail crossings. The project would be consistent with General Plan and Countywide Bike Master Plan

policies that promote bicycle infrastructure. Additionally, once completed, the proposed project would not result in any new traffic that could exceed the capacity of the street system.

The City's General Plan Implementing Policy 5.1-I-2 requires traffic impact studies for all proposed new development projected to generate 50 or more net new peak hour vehicle trips. Although the proposed project itself would not generate new vehicle trips, construction of the project could result in a temporary increase in traffic volumes during construction activities. Additional trips generated during construction would be associated with employee arrival and departures, construction vehicle movement, and material delivery and removal. Depending on the phase of construction, activity is estimated at approximately 10 daily trips during the grubbing/land clearing phase, approximately 56 daily trips during the grading/excavation phase, approximately 36 daily trips during the drainage/utilities/sub-grade phase, and approximately 16 daily trips during the paving phase. Less than 50 percent of these trips would occur under peak hour conditions.

Construction is anticipated to take approximately 24 months for each overcrossing. Construction activities would be conducted between the hours of 7:30 a.m. and 7:00 p.m. Monday through Friday and between 9:00 a.m. and 6:00 p.m. on Saturdays and Sundays except when traffic or safety warrant alternate hours. In addition, the City would require the submittal of a transportation demand management plan (TDM plan) for construction workers, prior to the commencement of any construction activities. Temporary lane closures could occur during various periods; however, construction of the proposed project is not anticipated to result in the complete closure of Crow Canyon Road or Bollinger Canyon Road. If needed, temporary detours would be developed.

Additionally, the project would not generate 50 or more peak hour vehicle trips during the construction period, therefore construction traffic on the adjacent roadways would not be significant and the project would not conflict with and applicable plan, ordinance or policy.

- b) *Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (Less-Than-Significant Impact)*

The proposed Contra Costa Transportation Authority (CCTA) 2017 Countywide Comprehensive Transportation Plan³⁰ serves as the transportation plan for the project sites and vicinity. The proposed project would construct new overcrossings generally along the existing alignment of the Iron Horse Trail, where it intersects with Crow Canyon Road and Bollinger Canyon Road to improve access and safety for bicyclists and pedestrians along the Iron Horse Trail and to create better access and a more pedestrian-friendly environment at the two major arterial crossings. As described above, implementation of the proposed project would not result in an increase in traffic in the vicinity of the project sites and is intended to improve traffic conditions. The proposed project would generate a temporary increase in trips associated with construction. However, these trips would be minimal and limited to the construction period. Because the project would not add permanent vehicle trips to these facilities, the project would not have a significant impact on the level of service standards and travel demand

³⁰ Contra Costa Transportation Authority, *Draft Countywide Transportation Plan (CTP) 2017 Update*. Available online at: ccta.net/sources/detail/11/1 (accessed July 5), May 24.

measures set forth for the project region. Therefore, the project would not conflict with an applicable congestion management program for roads or highways.

- c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (No Impact)*

The project is not located in the vicinity of any airfields or airports. Air traffic patterns would not be affected.

- d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (No Impact)*

The proposed project would not increase hazards due to design features. The project would construct two overcrossings along the existing Iron Horse Trail alignment. The proposed overcrossings are intended to improve access and safety for bicyclists and pedestrians along the Iron Horse Trail and to create better access and a more pedestrian-friendly environment at the two major arterial crossings. The proposed project would be designed according to City standards. Therefore, the proposed project would not increase hazards in the area.

- e) *Result in inadequate emergency access? (No Impact)*

Implementation of the proposed project would relieve existing roadway safety hazards and would not adversely affect emergency access. Therefore, the project would have no impact related to emergency access.

- f) *Conflict with adopted polices, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (No Impact)*

The proposed project would develop new overcrossings generally along the existing alignment of the Iron Horse Trail, where it intersects with Crow Canyon Road and Bollinger Canyon Road. As discussed above, the proposed project is intended to improve access and safety; improve motor vehicle circulation; and to create better access and a more pedestrian-friendly environment at the two major arterial crossings. Implementation of the proposed project would not change the existing use of the site. The project would not result in changes to public transit facilities. Therefore, the proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities.

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

No tribal resources are known to occur or have been identified at the Crow Canyon site or the Bollinger Canyon site. However, as noted in Section V, Cultural Resources, implementation of Mitigation Measures CULT-2 and CULT-3 would protect previously unrecorded or unknown cultural resources, including Native American artifacts and human remains, should these be encountered during project construction.

In addition, the California Legislature passed Assembly Bill (AB) 52, which provides for consultation between lead agencies and Native American tribal organizations during the CEQA process. Effective July 1, 2015, AB 52 states that prior to the release of an Environmental Impact Report or Negative Declaration/Mitigated Negative Declaration for public review, a lead agency must provide the opportunity to consult with local tribes. On August 29, 2017, the City of San Ramon invited interested Native American tribes that may be culturally or traditionally affiliated with the project sites and vicinity to conduct consultation. The City will consult with any interested tribal representatives pursuant to AB 52, should consultation be requested.

- b) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? (No Impact)*

See Section XVII.a.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS.				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project=s projected demand in addition to the provider=s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project=s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (No Impact)*

The proposed project would not increase the demand for wastewater treatment and would therefore not exceed the treatment standards of the Water Board.

- b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Less-Than-Significant Impact)*

Development of the proposed project would not generate wastewater or require the use of substantial quantities of water. The Central Contra Costa Sanitary District maintains a 12-foot-wide sewer easement within the trail easement on the south side of Crow Canyon Road. The existence of sewer lines within this easement has not been confirmed and would be verified during the design phase. If a sewer line is located within this easement, or other previously unidentified underground utility lines are identified, these may need to be relocated. However, the project would not require the construction of new wastewater or water facilities, or the expansion of existing facilities, such that adverse effects would occur. Any new utility lines or connections that may need to be constructed would occur within the area of temporary disturbance and no new impacts would result beyond those already identified in this analysis.

- c) *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Less-Than-Significant Impact)*

Refer to IX.e. The proposed project would not generate a substantial quantity of runoff that would exceed the capacity of stormwater drainage systems that serve the site.

- d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (No Impact)*

The proposed project is not anticipated to require additional water for landscape irrigation or other uses. As such, no new water entitlements would be required to serve the proposed project and no impact would occur.

- e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (No Impact)*

The proposed project would not result in an increase in demand for wastewater treatment.

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Less-Than-Significant Impact)*

Development of the proposed project could result in the generation of relatively small quantities of solid waste associated with the incremental increase in bicycle and pedestrian uses that could occur with increased trail connectivity. Existing landfills would have sufficient capacity to accommodate this potential minor increase in solid waste.

- g) *Comply with federal, State, and local statutes and regulations related to solid waste? (No Impact)*

The proposed project would comply with federal, State, and local statutes and regulations related to solid waste, and no impact would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

XIV. MANDATORY FINDINGS OF SIGNIFICANCE.

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| a) <i>Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? (Potentially Significant Unless Mitigation Incorporated)</i> | | | | |

Development of the proposed project could adversely affect protected wildlife habitats. However, implementation of Mitigation Measures BIO-1 through BIO-6 would ensure that potential impacts to nesting birds and burrowing owls and other sensitive natural communities would be reduced to a less-than-significant level. Implementation of Mitigation Measures CULT-1, CULT-2, and CULT-3 would ensure that potential impacts to cultural resources would also be reduced to a less-than-

significant level. With mitigation, development of the proposed project would not: 1) degrade the quality of the environment; 2) substantially reduce the habitat of a fish or wildlife species; 3) cause a fish or wildlife species population to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history.

- b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Less-Than-Significant Impact)*

The proposed project's impacts are individually limited and not cumulatively considerable. In addition, most of the project's impacts result from construction-period activities and would be temporary. The project would result in the development of pedestrian and bicycle overcrossings that would provide increased and safer connectivity along the Iron Horse Trail. All environmental impacts that could occur as a result of the proposed project would be reduced to a less-than-significant level through implementation of the mitigation measures recommended in this document

- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (No Impact)*

The proposed project would not result in any environmental effects that would cause substantial direct or indirect adverse effects to human beings.

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REPORT PREPARATION

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B. REFERENCES

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APPENDICES A and B

included on CD attached to inside back cover

APPENDIX C

RESPONSE TO COMMENTS MEMORANDUM

MEMORANDUM

DATE: October 25, 2017

TO: Lisa Bobadilla, Transportation Division Manager

FROM: Theresa Wallace, AICP, Principal

SUBJECT: San Ramon Iron Horse Trail Overcrossings Project Initial Study/Mitigated Negative Declaration Response to Comments

In accordance with Section 15074 of the CEQA Guidelines, prior to approving a project, the decision-making body of the lead agency shall consider the proposed environmental document together with any comments received during the public review process. Although there is no legal requirement to formally respond to comments on a proposed Mitigated Negative Declaration (MND) as there is for an Environmental Impact Report (EIR), this memorandum provides responses to the written and verbal comments received on the proposed San Ramon Iron Horse Trail Overcrossings Project (project) Initial Study/Mitigated Negative Declaration (IS/MND) to aid the City of San Ramon decision-makers in their review of the project.

The Draft IS/MND was available for public review and comment from August 29, 2017, to October 9, 2017. A community workshop was also held on September 12, 2017, to receive comments on the IS/MND. A total of seven comment letters were received on the IS/MND and verbal comments and two comments cards were also received at the community workshop. In the following pages, the comments and responses are enumerated to allow for cross-referencing of CEQA-related comments. The enumerated comment letters and community workshop meeting minutes are included in this memorandum, each preceding their respective responses. As noted above, CEQA does not require or provide guidance on responding to comments on MNDs; therefore, this memorandum follows CEQA Guidelines Section 15088, applicable to responses to comments on EIRs, which requires that agencies respond only to significant environmental issues raised in connection with the project. Therefore, this document focuses primarily on responding to comments that relate to the adequacy of the information and environmental analysis provided in the IS/MND.

COMMENT LETTERS

This memorandum includes a reproduction of each comment letter received on the IS/MND. Each comment letter, the community workshop meeting minutes, and comment cards are assigned a letter (A, B, C, etc.), and individual comments within each are numbered consecutively. For instance, comment A-1 is the first numbered comment in Letter A.

The following comment letters on the IS/MND were submitted to the City:

LETTER A

State of California, Governor's Office of Planning and Research
State Clearinghouse and Planning Unit
Scott Morgan, Director
September 28, 2017

LETTER B

East Bay Municipal Utility District, Water Distribution Planning
David Rehnstrom, Manager
September 22, 2017

LETTER C

East Bay Regional Park District
Neoma Lavalley, Planner
October 3, 2017

LETTER D

Dublin San Ramon Services District
Rhodora Biagtan, Principal Engineer
September 21, 2017

LETTER E

Contra Costa County Public Works Department
Mark de la O, Interim Iron Horse Corridor Manager
October 2, 2017

LETTER F

Brian Swanson
September 9, 2017

LETTER G

Brian Swanson
September 9, 2017

LETTER H

September 12, 2017 Community Workshop Meeting Minutes

September 13, 2017

LETTER I

September 12, 2017 Community Workshop Meeting Comment Cards

September 12, 2017

RESPONSES

Written responses to all written and verbal comments on the IS/MND are provided in this section. Letters received on the IS/MND are provided in their entirety. Each letter and verbal comment received at the community workshop is immediately followed by a response keyed to the specific comment.

Please note that text within individual letters that has not been numbered does not raise environmental issues or relate to the adequacy of the information or analysis within the IS/MND and, therefore, no comment is enumerated or response required, per CEQA Guidelines Section 15132.

Letter
A



STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



EDMUND G. BROWN JR.
GOVERNOR
September 28, 2017

KEN ALEY
DIRECTOR

Lisa Bobadilla
City of San Ramon
2401 Crow Canyon Rd
San Ramon, CA 94583

Subject: San Ramon Iron Horse Trail Overcrossings Project
SCH#: 2017082088

Dear Lisa Bobadilla:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on September 27, 2017, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

RECEIVED

OCT 02 2017

Transportation Division
City of San Ramon

**Document Details Report
State Clearinghouse Data Base**

SCH# 2017082088
Project Title San Ramon Iron Horse Trail Overcrossings Project
Lead Agency San Ramon, City of

Type MND Mitigated Negative Declaration

Description The proposed project involves the construction of two overcrossings or bridges along the existing Iron Horse Trail alignment. The preliminary conceptual design for the Crow Canyon overcrossing would likely consist of a tied arch main span, girder, or a design of similar appearance that would cross over Crow Canyon Rd. The Bollinger Canyon overcrossing would likely consist of a cable-stayed main span with a single tower located on the south side of Bollinger Canyon Rd or a design of similar appearance. Two options are considered for the preliminary conceptual tower design including a single mast or an A-frame. For both spans, from the northern to southern landings, the total length of the new overcrossing would be between approx 1,200 and 1,400 lf. The width of both spans would range between approx 16 and 20 feet.

Lead Agency Contact

Name Lisa Bobadilla
Agency City of San Ramon
Phone (925) 973-2651
email
Address 2401 Crow Canyon Rd
City San Ramon
Fax
State CA **Zip** 94583

Project Location

County Contra Costa
City San Ramon
Region
Lat / Long 37° 45' 49.3" N / 121° 57' 18.2" W
Cross Streets Bollinger Canyon Rd and Iron Horse Trail and Crow Canyon Rd and Iron Horse Trail
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways I-680
Airports
Railways
Waterways
Schools Iron Horse MS
Land Use PLU: Roadway and bicycle/pedestrian trail; Z: Parks and Rec at both sites; GP: Roadway and parks for both sites

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 3; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Regional Water Quality Control Board, Region 2; Delta Protection Commission; Delta Stewardship Council; Native American Heritage Commission

Date Received 08/29/2017 **Start of Review** 08/29/2017 **End of Review** 09/27/2017

LETTER A

State of California, Governor's Office of Planning and Research
State Clearinghouse and Planning Unit
Scott Morgan, Director
September 28, 2017

Response A-1:

This letter notes that the City has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act (CEQA) and indicates that the IS/MND was distributed to State agencies for review. No comment letters on the Draft EIR were received from State agencies.

Letter
B



September 22, 2017

Lisa Bobadilla, Transportation Division Manager
City of San Ramon
2401 Crow Canyon Road
San Ramon, CA 94583

Re: Notice of Intent to Adopt a Mitigated Negative Declaration – San Ramon Iron Horse Trail Overcrossing Project

Dear Ms. Bobadilla:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Mitigated Negative Declaration (MND) for the San Ramon Iron Horse Trail Overcrossing Project in the City of San Ramon (City). EBMUD has the following comments.

WATER SERVICE

EBMUD and Dublin San Ramon Services District (DSRSD) own and operate a recycled water distribution pipeline (in an EBMUD right-of-way in the Iron Horse Trail) which provides continuous service to EBMUD customers in the area. The integrity of this pipeline needs to be maintained at all times. Any proposed construction activity in EBMUD rights-of-way would be subject to the terms and conditions determined by EBMUD and DSRSD including relocation of the recycled water mains and/or rights-of-way at the project sponsor's expense.

1

The project's MND indicates the potential for contaminated soils or groundwater to be present within the project site boundaries. The project sponsor should be aware that EBMUD will not install piping or services in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste or that may be hazardous to the health and safety of construction and maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping or services in areas where groundwater contaminant concentrations exceed specified limits for discharge to the sanitary sewer system and sewage treatment plants.

2

The project sponsor must submit copies to EBMUD of all known information regarding soil and groundwater quality within or adjacent to the project boundary and a legally sufficient, complete and specific written remediation plan establishing the methodology, planning and design of all necessary systems for the removal, treatment, and disposal of contaminated soil and groundwater.

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EBMUD will not design piping or services until soil and groundwater quality data and remediation plans have been received and reviewed and will not start underground work until

Letter
B
Cont.

Lisa Bobadilla, Transportation Division Manager
September 22, 2017
Page 2

remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed. If no soil or groundwater quality data exists, or the information supplied by the project sponsor is insufficient, EBMUD may require the project sponsor to perform sampling and analysis to characterize the soil and groundwater that may be encountered during excavation, or EBMUD may perform such sampling and analysis at the project sponsor's expense. If evidence of contamination is discovered during EBMUD work on the project site, work may be suspended until such contamination is adequately characterized and remediated to EBMUD standards.

2
cont.

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

Sincerely,



David J. Rehnstrom
Manager of Water Distribution Planning

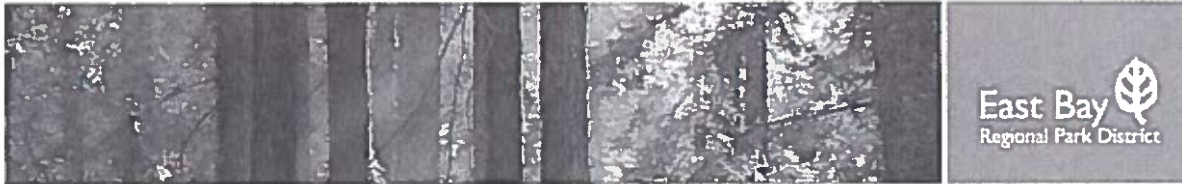
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sb17_173

LETTER B**East Bay Municipal Utility District, Water Distribution Planning****David Rehnstrom, Manager****September 22, 2017****Response B-1:**

This comment notes that the East Bay Municipal Utility District (EBMUD), along with the San Ramon Services District (DSRSD), owns and operates a recycled water distribution pipeline within the EBMUD right of way within the existing Iron Horse Trail alignment. The location of this 12-foot-wide easement and 16-inch pipeline is noted on pages 7 and 22 of the IS/MND, respectively. As acknowledged in the IS/MND on page 22, construction of the Bollinger Canyon overcrossing would require relocation of this pipeline if there is a conflict with the bridge foundations. As further noted in the IS/MND, further coordination with all relevant agencies would be required prior to construction in order to confirm the relocation or protection-in-place of all existing utility lines, as required. Ultimately, the timing and need for temporary construction easements to accommodate utility relocation would be determined with and agreed to by the City, property owners, and service providers during the final project design process.

Response B-2:

This comment notes that the IS/MND identified potential soil and groundwater contamination at the project sites and that EBMUD will not install piping or services in contaminated soils or groundwater, if present. As stated on page 77 of the IS/MND, potential soil and groundwater contamination at the project sites must be characterized and any contaminated materials must be properly disposed of or handled in accordance with applicable regulatory requirements prior to ground disturbing activities associated with project construction (per Mitigation Measure HAZ-1). The total amount of excavated soils identified for both sites accounts for these conditions (refer to pages 20 and 28, footnotes 8 and 10, respectively). Should utility work be required by EBMUD, the City would coordinate with this agency prior to initiation of construction activities.



2950 PERALTA OAKS COURT P.O. BOX 5381 OAKLAND CALIFORNIA 94605-0381 T: 1-888-EBPARKS F: 510-569-4319 TRS RELAY: 711 WWW.EBPARKS.ORG

October 3, 2017

Lisa Bobadilla
 Transportation Division manager
 City of San Ramon
 2401 Crow Canyon Road
 San Ramon, CA 94583

Sent via e-mail to
lbobadilla@sanramon.ca.gov
 On October 3, 2017

NL

RE: San Ramon Iron Horse Trail Overcrossings Project

Dear Ms. Bobadilla,

The East Bay Regional Park District ("District") appreciates the opportunity to provide comments on the San Ramon Iron Horse Trail Overcrossings Project ("Project"), located in the city of San Ramon at the Crow Canyon Road and Bollinger Canyon Road trail intersections. The District has a long-standing commitment to providing recreational opportunities in Contra Costa County. The District appreciates the project because it will create a safer trail by eliminating opportunities for conflict between trail users and vehicular cross traffic.

The District request that the project carefully consider how to best route bicycle and pedestrian traffic safely and effectively during the construction phase of the project. This is a highly-used stretch of trail that accommodates both commuters and recreationalists alike. Furthermore, please ensure that District standard trail signage and standards are met for trail entrances and gates associated with this project.

Please note that the District identifies the Iron Horse Trail in our 2013 Master Plan and the District encourages the City to consider the 2013 Master Plan during the City's planning process for this project. The District is committed to providing safe and healthful recreation opportunities.

Thank you for your review and consideration of our comments. Please send the District notices on any future actions regarding this project. If you have any questions or concerns, please contact me at (510) 544-2626, or by e-mail at nlavalle@ebparks.org.

Respectfully,

Neoma Lavalle
 Planner

cc: Sean Dougan, Trails Development Manager
 Suzanne Wilson, Senior Planner

Board of Directors

Beverly Lane President Ward 6	Dennis Waespi Vice-President Ward 3	Ayn Wieskamp Treasurer Ward 5	Whitney Dotson Secretary Ward 1	Dec Rosario Ward 2	Ellen Corbett Ward 4	Vacant Ward 7	Robert E. Doyle General Manager
-------------------------------------	---	-------------------------------------	---------------------------------------	-----------------------	-------------------------	------------------	------------------------------------

1

LETTER C

East Bay Regional Park District

Neoma Lavalle, Planner

October 3, 2017

Response C-1:

This comment indicates the East Bay Regional Park District's (EBRPD) general support for the proposed project and notes that the Iron Horse Trail is identified in EBRPD's 2013 Master Plan. The City has and will continue to work with EBRPD as necessary to ensure that the 2013 Master Plan is considered during the planning and design process for both overcrossings.

This comment requests that the City consider how bicycle and pedestrian traffic on the trail would be rerouted during the construction phase. As noted on pages 20 and 28 of the IS/MND, during the construction period, trail users would likely be detoured depending on the final alignment of the overcrossings. Final details regarding trail and roadway operations during the construction phase would be identified during the final project design. The City, County, and EBRPD would collaborate to develop and approve of the transportation/traffic management and construction design plans prior to construction activities.

The comment also requests that the District's standard trail signage and standards be met for trail entrances and gates. This comment is noted and will be considered during the final design process, in collaboration with EBRPD.



**Dublin San Ramon
Services District**

Water, wastewater, recycled water

7051 Dublin Boulevard
Dublin, CA 94568-3018

phone (925) 828-0515
fax (925) 829-1180
www.dsrdsd.com

September 21, 2017

Lisa Bobadilla, Transportation Division Manager
City of San Ramon
2401 Crow Canyon Road
San Ramon, CA 94583

Subject: Comments on Notice of Intent to Adopt a Mitigated Negative Declaration for the San Ramon Iron Horse Trail Overcrossings Project and Notice of Community Workshop

Dear Ms. Bobadilla:

Thank you for providing Dublin San Ramon Services District (DSRSD) the opportunity to review and comment on the San Ramon Iron Horse Trail Overcrossings Project. The overcrossings mentioned in this notice are actually outside of DSRSD's Service Area and to the north of any DSRSD facilities. However, DSRSD has reviewed the information in the Notice of Intent. DSRSD has no comment on the Initial Study /Mitigated Negative Declaration for the San Ramon Iron Horse Trail Overcrossings Project.

1

DSRSD looks forward to continuing our rewarding collaboration with the City of San Ramon. If you have any questions, please contact Stan Kolodzie at (925)8875-2253 or kolodzie@dsrdsd.com.

Sincerely,

RHODORA N. BIAGTAN
Principal Engineer

SK/ST

cc: Stan Kolodzie, Associate Engineer
Ryan Pendergraft, Junior Engineer
Bonifacio Duenas, Engineering Tech/GIS Specialist II

LETTER D

Dublin San Ramon Services District
Rhodora Biagtan, Principal Engineer
September 21, 2017

Response D-1: This comment states that the proposed project sites are outside of the DSRSD service area and that the commenter does not have any further comments related to the analysis in the IS/MND. This comment does not relate to the adequacy of the information or analysis in the IS/MND and is noted.



Contra Costa County
Public Works
Department

Brian M. Balbas, Interim Director
Deputy Directors
Mike Carlson
Stephen Kowalewski
Carrie Ricci
Joe Yee

October 2, 2017

Lisa Bobadilla
Transportation Division Manager
City of San Ramon
2410 Crow Canyon Road
San Ramon, CA 94583

RE: San Ramon Iron Horse Trail Overcrossings Project Initial Study/Mitigated Neg. Dec.

Dear: Ms. Bobadilla

Contra Costa County Public Works Department – Iron Horse Corridor has reviewed the San Ramon Iron Horse Trail Overcrossings Project Initial Study/Mitigated Negative Declaration, dated July 2017, and submit the following comments:

General Comments:

Contra Costa County maintains a 34-foot wide Transit Corridor easement that may overlap with the footprint of the overcrossings on Bollinger Canyon Road and Crow Canyon Road. Future coordination will be needed to resolve issues related to the mandate by the State of California that this area remain unencumbered and reserved for future transit needs.

Project Approvals – Our Design Division has requested that they be included in a cursory review of the overcrossings. A County Encroachment Permit will be required for any work performed in the Iron Horse Corridor. The City of San Ramon must acquire land rights for any portion of the overcrossings that reside within the Iron Horse Corridor. These rights may be conveyed through a license agreement or an easement between the County and the City of San Ramon.

Tree Removal and Replacement: The City of San Ramon Zoning Ordinance must be reconciled with the County's Tree Ordinance to ensure compliance with the needs of both agencies. The City of San Ramon shall coordinate with the County Iron Horse

1

2

Addressee
Date
Page 2 of 2

Corridor management to establish designated areas for tree replantings.

2
cont.

Specific Comments:

On page 25, "Access and Circulation" states that "the existing crossing at Bollinger Canyon Road aligns with a cross street at a T-intersection. A T-intersection is typically a roadway that terminates at another roadway. Reconcile this description with what is shown on Figure 8, "Bollinger Canyon Overcrossing – Conceptual Footprint.

3

The overcrossing design depicted on Figure 9, Bollinger Canyon's Single Mast Design, and on Figure 10, Crow Canyon's A-Frame Design, are identical.

4

On page 27, Section D, "Project Approvals ", add Time Warner and Kinder Morgan to the list of other agencies that may have some authoritative rights. Also, add that the City of San Ramon must acquire land rights for any portion of the overcrossings that reside within the Iron Horse Corridor. These rights may be conveyed through a license agreement or an easement between the County and the City of San Ramon.

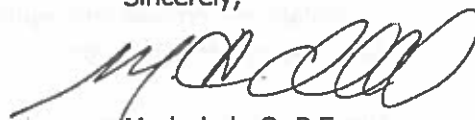
5

On page 32, Item 10, add Time Warner and Kinder Morgan to the list of other agencies where approval is required.

6

Should you have any questions, please contact me at (925) 313-2234.

Sincerely,



Mark de la O, P.E.
Interim Iron Horse Corridor Manager
Transportation Engineering Division

MO:
C:\Users\mdelao\Desktop\Iron Horse Corridor\Projects\San Ramon IHT Overcrossings Project\San Ramon IHT Overcrossings Project\IS-MND July 2017 - IHC Comments.docx

cc: Carrie Ricci, Deputy Director

LETTER E

Contra Costa County Public Works Department
Mark de la O, Interim Iron Horse Corridor Manager
October 2, 2017

- Response E-1:** As acknowledged in the IS/MND on pages 19 and 27, Contra Costa County maintains a 34-foot-wide light rail corridor/easement in the center of the Iron Horse Trail corridor, and there is overlap between the easement and the overcrossings in both locations. As acknowledged in the IS/MND on pages 18 and 22, the final design and construction of the overcrossings would require coordination with all relevant agencies prior to construction. The City will coordinate with the County during the detailed design phase as required. As further acknowledged on page 28 of the IS/MND, the proposed project would require County approvals which, as the commenter notes, may consist of review of the preliminary and final design plans, as well as approval of a County Encroachment Permit and possible license agreements or easements as may be necessary to obtain the appropriate land rights for construction. The City acknowledges these requirements and will coordinate with the County as necessary and during the appropriate phases of project development.
- Response E-2:** This comment notes that the City should comply with the County's Tree Ordinance requirements as well as the City's Zoning Ordinance regarding tree protection and replacement. This issue is addressed on pages 61 through 62 of the IS/MND. The City will coordinate with the County on potential tree removal and replacement activities during the appropriate phases of project development.
- Response E-3:** The description on page 21 of the IS/MND indicates that the Bollinger Canyon site aligns with a cross street at a T-intersection. To clarify the intent of this description, as clearly shown on Figures 4 and 8 on pages 9 and 23 of the IS/MND, the proposed overcrossing at this location is located immediately to the east of the intersection of Bishop Ranch Road 1 East and Bollinger Canyon Road, where Bishop Road 1 East terminates. The proposed overcrossing follows the north/south alignment of Bishop Ranch Road 1 East.
- Response E-4:** This comment incorrectly states that Figures 9 and 10 on pages 25 and 26 of the IS/MND, which depict two potential design concepts for the Bollinger Canyon crossing, are identical. While the designs for the single mast and A-frame designs appear similar, there are a few key differences. The cable towers between the two designs are different – for the single mast, the tower is inside of the bridge while for the A-frame tower the tower legs are

on the outside of the bridge. Additionally, for the single mast the tower is larger than the A-frame tower near the deck level. These subtle differences are shown in Figures 9 and 10.

Response E-5: As stated on pages 19 and 22 of the IS/MND, a 10-inch diameter high pressure refined petroleum products pipeline operated by Kinder-Morgan is located within a 10-foot-wide easement on the eastern edge of the Iron Horse Trail easement, and a fiber optic cable operated by Time Warner runs next to the pipeline. Neither of these lines are expected to require relocation and both would be protected in place. Also, please refer to Response E-1; the final design and construction of the overcrossings would require coordination with all relevant agencies prior to construction.

Response E-6: Please refer to Response E-5.

Brian Swanson
69 Ayamonte Court
San Ramon, California 94583

Questions on the San Ramon Iron Horse Trail Overcrossings Project Draft Initial Study/Mitigated Negative Declaration – submitted September 9, 2017

Given their potential interaction with the new City Center Bishop Ranch development, the overcrossings at Bollinger Canyon Road and Crow Canyon Road have the potential to change the entire “look and feel of San Ramon forever.” As such, the overcrossings need to be designed in a context-sensitive manner that supports the creation of a cohesive downtown. In doing so, the overcrossings must also respect all existing easements.

Unfortunately, given the current design for the Bollinger Canyon Road overcrossing, this is not the case. The current design is more focused on creating an architectural statement instead of adding user-focused value. The current design of the Bollinger Canyon Road overcrossing under consideration (which includes a single, very tall support column), dwarfs anything in the vicinity. The lateral section of the overcrossing also walls off the new City Hall to anyone (residents, workers, and visitors) approaching the City’s center from the west. The current focus on creating architecturally significant piece of infrastructure needs to be abandoned. Instead, a user-centric approach should be pursued.

While many will argue that by eliminating all at-grade interactions between Iron Horse Trail users and traffic on Bollinger Canyon Road and Crow Canyon Road result in ONLY positive outcomes, those positive outcomes are short-sighted and ignore the essence of what is needed to create a more dense and vibrant street life and therefore, a successful downtown. They also do not take into consideration the resulting changes in pedestrian, bicycle and vehicle traffic circulation and impacts to land-use that will result from installing two major pieces of transportation infrastructure within San Ramon.

Given the importance of the San Ramon Iron Horse Trail Overcrossing Project Draft Initial Study/Mitigated Negative Declaration (August 2017) and its purpose to consider ALL the existing and planned for vehicle traffic and pedestrian safety, transportation, and land-use impacts associated with the development of the

**Questions on the San Ramon Iron Horse Trail Overcrossings Project
Draft Initial Study/Mitigated Negative Declaration
submitted September 9, 2017
Brian Swanson
Page 2 of 4**

overcrossings and to document the effects on the entire City Center Bishop Ranch vicinity, I have the following questions, so that specific impacts on transportation and land-use can be documented.

1. Are the design of the overcrossings cost conscious? If so, please explain.

1
cont.

Are the designs selected justifiable, especially the total number of Iron Horse Trail user and considering other jurisdictions may have more deserving Complete Streets projects and better meet the goals of the associated grant programs?

2. How will the public transit easement be maintained if the overcrossings are built?

2

Specially, as planned, how will the overcrossings NOT be impediments (or worse, fatal flaws) in the development of a public transit corridor?

3. As discussed above, the planned overcrossings impact the viewshed.

How specifically are the visual impacts of the construction, and long-term existence/operation of the planned overcrossings being analyzed?

3

What are the impacts?

What mitigation is being proposed?

4. There are several traffic signals near the planned Bollinger Canyon Road overcrossing (at Camino Ramon, Bishop Ranch 1 Entrance East, Market Place, and Alcosta Boulevard).

4

How will the construction, and long-term existence/operation of the planned Bollinger Canyon Road overcrossing impact each signal and all the

**Questions on the San Ramon Iron Horse Trail Overcrossings Project
Draft Initial Study/Mitigated Negative Declaration
submitted September 9, 2017
Brian Swanson
Page 3 of 4**

signals functioning together as a system, to manage vehicular traffic near City Center Bishop Ranch, City Hall and Central Park?

4
cont.

What mitigation is being proposed?

- 5. The current widening of Bollinger Canyon Road adds another layer of complexity to the project. The widening will induce vehicle traffic and possibility add more congestion near City Center Bishop Ranch. The widening will also negatively impact the comfort level of pedestrians and bicyclists transiting or circulating in the vicinity, thereby decreasing the use of the overcrossing.

5

How specifically are the traffic impacts associated with the widening of Bollinger Canyon Road, both during construction and during long-term existence/operation of the planned Bollinger Canyon Road overcrossing being analyzed?

What are the impacts?

What mitigation is being proposed?

- 6. Users of both the new City Hall and newly refurbished City Library (and any facility nearby) will not tolerate having to “back-track” or circuitous routing (due to long ramp-up/down associated with the overcrossing) associated with the removal of the at-grade crossing of Bollinger Canyon Road and ultimately never use the planned Bollinger Canyon Road overcrossing.

6

How specifically are the user safety impacts (bicycle and pedestrian, mainly) associated with the removal of an at grade crossing being analyzed?

What are the impacts?

**Questions on the San Ramon Iron Horse Trail Overcrossings Project
Draft Initial Study/Mitigated Negative Declaration
submitted September 9, 2017
Brian Swanson
Page 4 of 4**

What mitigation, other than the installation of the planned Bollinger Canyon Road overcrossing, is being proposed?

6
cont.

- 7. The build out of both phases of City Center Bishop Ranch are several years away. Phase 1 is currently under construction and the final design for Phase 2 is yet to be determined. Each phase, as well as the completion of the entire development will have considerable impact on the vicinity.

How specifically will the on-going construction and operation of Phase 1 of City Center Bishop Ranch impact pedestrian and bicycle circulation?

How will these activities impact the use of the planned Bollinger Canyon Road overcrossing?

7

Same two questions for Phase 2.

What mitigation is being proposed for impacts of each phase and both phases together?

- 8. How specifically are the cumulative impacts of the development of City Center Bishop Ranch (the widening of Bollinger Canyon Road, the on-going construction and operation of Phase 1 of the City Center Bishop Ranch, the design, construction, and operation of Phase 2 of the City Center Bishop Ranch, and other existing or planned projects in the vicinity, etc.) and how they impact the potential use of the overcrossings being analyzed?

8

What are the impacts?

What mitigation is being proposed?

LETTER F

Brian Swanson
September 9, 2017

- Response F-1:** This comment relates to the overall design concept, costs, and general merits of the proposed project and is noted. This comment does not relate to the adequacy of the information or analysis provided in the IS/MND and will be considered by City decision-makers during review of the proposed project.
- Response F-2:** As noted on pages 19 and 27 of the IS/MND, the County maintains a 34-foot-wide light rail corridor/easement in the center of the Iron Horse Trail corridor. This easement may require re-alignment for construction of the proposed project, but would otherwise be maintained. Refer to Response E-1.
- Response F-3:** Potential impacts related to aesthetics and visual resources are discussed on pages 34 through 35 of the IS/MND. Impacts related to adverse effects on scenic vistas and the visual quality and character of the site and surroundings were determined to be less than significant. As stated in Mitigation Measure AES-1, development and implementation of a design-level lighting plan would ensure that potential impacts associated with new sources of light and glare would also be less than significant.
- Response F-4:** As discussed on page 21 of the IS/MND, with development of the bicycle/pedestrian bridge at Bollinger Canyon Road, the existing traffic signal would remain to accommodate vehicular traffic at the intersection, while the existing crosswalk would be removed to discourage at-grade pedestrian crossing. All other existing traffic signals within the vicinity would also be maintained. As discussed on pages 94 through 96 of the IS/MND, impacts related to transportation and traffic operations would be less than significant and no mitigation is required.
- Response F-5:** As noted on page 7 of the IS/MND, Bollinger Canyon Road is planned to be widened from 92-feet to 114-feet to accommodate additional vehicles and reduce existing congestion in the area. This improvement is anticipated to be completed prior to construction of the proposed project at the Bollinger Canyon site. Widening of the roadway is not anticipated to adversely affect the use of the Iron Horse Trail corridor. The proposed overcrossing at this location would in fact enhance the pedestrian and bicycle experience by allowing trail users to avoid crossing this roadway at-grade. As discussed on pages 94 through 96 of the IS/MND, impacts related to transportation and

traffic operations both during construction and project operation would be less than significant and no mitigation is required.

Response F-6:

The commenter's opinion that trail users and other pedestrians are unlikely to use the Bollinger Canyon overcrossing in favor of illegally crossing the intersection at-grade for convenience is noted. As stated throughout the IS/MND and specifically on page 96 of Section XVI, Transportation/Traffic, the proposed overcrossings are intended to improve access and safety for bicyclists and pedestrians along the trail corridor and to create better access and a more pedestrian-friendly environment at the two major arterial crossings. The proposed overcrossings would be designed to City standards, and the removal of the at-grade crossing improvements (such as the crosswalk, pedestrian signal, and pedestrian ramps), as well as the realignment of the trail to align with the overcrossing touchdowns and the installation of a continuous landscaped median would deter pedestrians and bicyclists from illegally crossing at-grade. As discussed on pages 94 through 96 of the IS/MND, impacts related to transportation and traffic operations, including pedestrian safety both during construction and project operation, would be less than significant and no mitigation is required.

Response F-7:

Future construction and buildout of the City Center and Bishop Ranch Business Park projects are noted on pages 21 of the IS/MND. As further noted on page 35, the proposed Bollinger Canyon overcrossing would serve as a link to these key destinations within the City. Construction and operation of these projects and any associated impacts on pedestrian and bicycle circulation that would result were evaluated in the environmental documentation prepared for these projects. Once under construction, any detours that may be necessary to accommodate construction activities would be coordinated with the City, consistent with City requirements and in compliance with a construction management plan. It is not anticipated that construction or operation of these future projects would directly affect the use of the Iron Horse Trail corridor nor the proposed overcrossing at Bollinger Canyon Road. No impacts are associated with the buildout of future projects in the vicinity of the proposed project and no mitigations are required.

Response F-8:

Please refer to Responses F-5 and F-7. It is unclear why the commenter believes that there would be cumulatively considerable impacts to pedestrian and bicycle circulation associated with widening of Bollinger Canyon Road or construction and operation of the City Center and Bishop Ranch Business Park projects, in combination with the proposed overcrossing at Bollinger Canyon Road. Should one or more of these projects be under construction at the same time as the proposed project, the City would coordinate any temporary detours as may be necessary to maintain safety for all modes of travel in coordination with the respective

project applicants/construction managers and responsible agencies. Further, regarding operation of the proposed project and other future projects in the vicinity, these developments were taken into consideration during the planning process for the proposed Iron Horse Trail Overcrossings project and the proposed project is designed to be compatible with (in the case of the roadway widening project) and complement (in the case of the nearby development projects) future projects occurring in the vicinity of the Bollinger Canyon site. No cumulative impacts were identified in the IS/MND and no mitigation measures are required (refer to page 101 of the IS/MND).

Brian Swanson
69 Ayamonte Court
San Ramon, California 94583

**Comments on the San Ramon Iron Horse Trail Overcrossings
Project Draft Initial Study/Mitigated Negative Declaration –
submitted September 9, 2017**

These comments pertain mainly to the Iron Horse Trail (IHT) overcrossing (the overcrossing) at Bollinger Canyon Road (BCR). However, issues related to context and funding also have direct applicability to the overcrossing at Crow Canyon Road. These comments reinforce many of the written comments submitted in response to Item 10.2 and Resolution No. 2017-080 at the August 8, 2017 City Council meeting.

In addition to issues regarding funding, detailed design, usability, and precedent that were submitted previously, I will describe my concerns regarding funding and detailed design, again, some in more detail, and remind the involved parties of importance of the existing environment or context, a key element of the Draft Initial Study (IS)/Mitigated Negative Declaration (MND). These comments should supplement those submitted on August 8 or 9th, 2017.

1

**Comments on the San Ramon Iron Horse Trail Overcrossings Project
Draft Initial Study/Mitigated Negative Declaration
submitted September 9, 2017
Brian Swanson
Page 2 of 8**

I also understand that several of the comments do not specifically relate to the IS/MND, but rather to separate project segments including, planning, design, construction, and operation where responsibilities are often separated into different City departments or to Sunset Development Company.

Relative to funding and as stated previously, I believe the BCR overcrossing is over-designed, especially given its purpose. Rather than proceed with the current design, a substantial portion of funding should be used to enhance bicyclist and pedestrian (bike and ped) circulation in and around City Center Bishop Ranch, and to connect City Center Bishop Ranch with City Hall, Central Park, and the Marketplace. I am also disappointed by the City's compromise with the Southwest Area Transportation Committee (SWAT) that is mentioned in the Item 10.2 Staff Report. I realize that designing a BCR crossing is a major endeavor that will require a significant amount of funding, but projects need to stand on their own merits. It is short-sighted to agree not to compete for funding in the out years. A city's financial and physical conditions are

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cont.

**Comments on the San Ramon Iron Horse Trail Overcrossings Project
Draft Initial Study/Mitigated Negative Declaration
submitted September 9, 2017
Brian Swanson
Page 3 of 8**

constantly in flux and therefore, management needs a significant amount of flexibility to manage these conditions effectively. This compromise severely limits the City's flexibility and competitiveness.

Relative to the detailed design and usability, the BCR overcrossing, as currently designed, does nothing to accommodate bike and ped circulation in and around the new City Hall or newly refurbished City Library, across BCR. Given the required ramp-up and down and the lack of direct access, these potential users will not be served by the BCR overcrossing. These potential users will not be compelled to "back-track" to use the overcrossing. Rather, these potential users are more likely to cross BCR at-grade with or without additional safety improvements, facing increased vehicle traffic, especially when considering the widening of BCR.

As currently designed, the very tall support tower (in either form, single mast, or A-frame), dwarfs its surroundings. I would much rather see a human scale design that is more in-line with the existing and planned physical context (whatever that may now be given the undocumented

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cont.

**Comments on the San Ramon Iron Horse Trail Overcrossings Project
Draft Initial Study/Mitigated Negative Declaration
submitted September 9, 2017
Brian Swanson
Page 4 of 8**

evolution of City Center Bishop Ranch). I prefer a design that is user-orientated rather than focused on making an architectural statement. Infrastructure intent on making an architectural statement often acts a visual or physical barrier and in this case, would take away from opportunity to create a "people-first" downtown. As planned, the BCR overcrossing "walls-off" the new City Hall to anyone approaching from the west and perhaps even more importantly, from the yet to be completed City Center Bishop Ranch. It is also relevant to note that the overcrossing's replicated outward facing design will rarely, if ever, be enjoyed by its users and design is much more complicated than drawing lines on a photograph. I would urge you to focus more on the purpose, cost effectiveness (cost per annual user may be one useful measure), usability, and on creating the necessary bike and ped linkages in the vicinity, rather than the visual aesthetics and/or creating landmarks that may commemorate political legacies (good or bad).

As also discussed previously, I am concerned about the precedent the BCR overcrossing will set. All the funding sources, minus the City's own

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cont.

**Comments on the San Ramon Iron Horse Trail Overcrossings Project
Draft Initial Study/Mitigated Negative Declaration
submitted September 9, 2017
Brian Swanson
Page 5 of 8**

funds, refer to the need for "Complete Streets," (although the City has its own Complete Streets policy) or something very similar, with the broader goals of developing more cohesive communities, for all types of users. While I recognize that the definition of "Complete Streets" often times is contextually sensitive, with the widening of BCR, the City is failing to provide accommodation for all user types and transportation modes. The overcrossing should not be view as adequate mitigation for the widening of BCR. In my opinion, the planned widening of BCR further dilutes the original purpose of the overcrossing, calling the safety of the entire vicinity into question. It is this discrepancy that sets a bad example, not only in the City, but for all projects under the jurisdiction of both the Metropolitan Transportation Commission and Contra Costa County Transportation Authority.

Focus should be paid towards creating a cohesive downtown, a strategy that links ALL the City's assets in the area – City Hall, Central Park, the City Library, IHT, and the Marketplace – instead of making an architectural statement with questionable financials.

**1
cont.**

**Comments on the San Ramon Iron Horse Trail Overcrossings Project
Draft Initial Study/Mitigated Negative Declaration
submitted September 9, 2017
Brian Swanson
Page 6 of 8**

The overcrossing, as designed, was determined prior to the opening of City Hall and newly refurbished library. While I understand the project development process (including environmental review) severely limits project design flexibility, the circumstances and surrounding context have changed considerably (and will change even more with the ultimate build-out of City Center Bishop Ranch - both parcels - and any ancillary office buildings and/or parking garages) and therefore, I would suggest that a complete review the purpose of the overcrossing be conducted and that the City move towards creating a more complete Transportation Master Plan.

1
cont.

The time is ripe, the I-680 Express Lane is open, Resolution No. 2017-097, an Amendment to Complete an Update to General Plan 2035 is expected to be approved, and efforts are underway to develop a Bike Master Plan. The Cities of Menlo Park and Mountain View (through its Modal Plan) have recently recognized the need to consolidate its disparate transportation related programs, plans, and projects into a single all-encompassing plan.

**Comments on the San Ramon Iron Horse Trail Overcrossings Project
Draft Initial Study/Mitigated Negative Declaration
submitted September 9, 2017
Brian Swanson
Page 7 of 8**

San Ramon can lead by taking to heart the decisions made by these leading Silicon Valley jurisdictions.

A Transportation Master Plan could also serve as critical and comprehensive mitigation measure for the overcrossings project, more so than any of the measures described in the current draft IS/MND.

Put simply, the overcrossings should not continue to move forward separately, as a single project. Rather, given the changes that have occurred since the original approval of City Center Bishop Ranch, its ongoing construction, the introduction of the use of autonomous shuttles at Bishop Ranch, and IHT's potential to serve as a public transit and/or other major transportation corridor, a formalized Transportation Master Plan that incorporates the City's existing land-use and transportation plans should be developed. A plan that documents the City's existing transportation conditions and current transportation programs, a plan that describes San Ramon's transportation system and details the ultimate transportation "vision" for the City that will protect and enhance the quality of life in San

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cont.

**Comments on the San Ramon Iron Horse Trail Overcrossings Project
Draft Initial Study/Mitigated Negative Declaration
submitted September 9, 2017
Brian Swanson
Page 8 of 8**

Ramon and its planned downtown. This plan would also lead to the creation of tools that would better assess project-related impacts and programs within the City and better inform policy makers.

Make no mistake, the overcrossings can provide critical north-south linkages to San Ramon's City Center Bishop Ranch and can serve as major linchpins in the City's transportation system, especially when considering new and all forms of mobility. This corridor needs to be recognized for its potential and be fully incorporated into the City's plans. The creation of a Transportation Master Plan would do just that and its preparation is already behind schedule.

**1
cont.**

LETTER G
Brian Swanson
September 9, 2017

Response G-1:

This comment relates to the overall design concept, costs, and general merits of the proposed project and is noted. This comment does not relate to the adequacy of the information or analysis provided in the IS/MND and will be considered by City decision-makers during review of the proposed project. Also, please refer to Responses F-1 through F-7, which address some of the commenter's concerns related to environmental impacts of the proposed Bollinger Canyon overcrossing.



Letter
H

BERKELEY
CARLSBAD
FRESNO
IRVINE
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: September 13, 2017

TO: Lisa Bobadilla, Public Works- Transportation Division Manager, City of San Ramon

FROM: Theresa Wallace, AICP, Project Manager

SUBJECT: San Ramon Iron Horse Trail Overcrossings Project, September 12, 2017 Community Workshop Notes

On September 12, 2017 the City of San Ramon (City) held a community workshop to discuss the status of the proposed Iron Horse Trail (IHT) Overcrossings Project. The City discussed previous outreach efforts that have been conducted and provided a status update on the environmental analysis, funding, and next steps for the project. The following comments and questions were raised during the public comment period.

Commenter #1

- How will cost overruns be avoided? Specifically, how will the City ensure that the community does not have to fund additional costs? | 1
- There will be a lot of new residents and new traffic caused by cumulative development projects and an increase in traffic on Crow Canyon specifically. How was this addressed? | 2
- Was the jet fuel line in the vicinity of the sites considered and analyzed as part of the environmental document? | 3
- Concern that the design of the Bollinger Canyon Overcrossing resembles the Ygnacio Valley Road Overcrossing in Walnut Creek and is visually unappealing. | 4
- What safety features have been included as part of the overcrossing design to restrict overcrossing users, particularly children, from throwing items off and into vehicular traffic? | 5

Commenter #2

- There was an inadequate amount of public outreach and the approximately 500 people who commented on the bridge design were insufficient and inaccurately reflect the community as a whole. | 6
- The bridge design and materials does not fit in with the character of the surrounding community. The proposed design clashes with surrounding hillsides. How can the visual impact of the bridge be softened? | 7

Commenter #3

- Will pedestrians have at-grade access under the overcrossings after they are completed? | 8

LSA

- Concern that residents, particularly children, would continue crossing the streets under the overcrossings during bad weather and use the overcrossings as shelter. This would create unsafe road conditions for pedestrians and vehicular traffic. | 9
- Commenter #4
- Has the potential for adding cover to the overcrossings, to protect users from the weather, been explored? | 10
 - Need to analyze potential impacts, such as increased hazardous road conditions, associated with the removal of the at-grade crossings. | 11
- Commenter #5
- Will a monitoring and maintenance plan for the bridge be developed? | 12
- Commenter #6
- What will be the format of the responses to environmental comments? | 13
 - How long would construction take? | 14
 - How will access along the trail be maintained during construction? | 15
 - How much will the design change from the environmental document to final design to construction? What can change and what will not change? | 16
 - How have cumulative impacts of nearby development been addressed in the environmental document? | 17
- Commenter #6
- The benefits of the overcrossings such as the cultural components of the bridge design should be considered (e.g., public art). | 18

LETTER H

September 12, 2017 Community Workshop Meeting Minutes
September 13, 2017

- Response H-1: This comment relates to the costs of the proposed project and is noted. This comment does not relate to the adequacy of the information or analysis provided in the IS/MND and will be considered by City decision-makers during review of the proposed project.
- Response H-2: This comment notes that vehicle traffic on Crow Canyon Road is expected to increase due to new residential development in the area. As discussed on page 18 of the IS/MND, the at-grade crossing at Crow Canyon Road would be removed, allowing for only vehicle use of the roadway in this location. Pedestrians and bicyclists would instead use the new overcrossing, reducing the potential for pedestrian and bicyclist conflicts with vehicles on the roadway and allowing for more free-flowing vehicle movements. Additional traffic on Crow Canyon Road is not expected to adversely affect operations of the proposed overcrossing or trail operations at Crow Canyon Road.
- Response H-3: Please refer to Response E-5 regarding the Kinder Morgan pipeline located within the existing Iron Horse Trail alignment.
- Response H-4: This comment relates to the overall design and merits of the proposed project and is noted. This comment does not relate to the adequacy of the information or analysis provided in the IS/MND and will be considered by City decision-makers during review of the proposed project.
- Response H-5: This comment relates to the design of the proposed overcrossings and the potential for users to create a safety issue for motorists below. The proposed overcrossings would be designed to include appropriate barriers to prevent objects from falling or being thrown from the overcrossings. The details and design of such improvements would be considered as part of the final design stage.
- Response H-6: This comment relates to the public outreach conducted to solicit input on the design of the proposed project and is noted. This comment does not relate to the adequacy of the information or analysis provided in the IS/MND and will be considered by City decision-makers during review of the proposed project.
- Response H-7: This comment relates to the overall design and merits of the proposed project and is noted. This comment does not relate to the adequacy of the information or analysis provided in the IS/MND and will be considered by

City decision-makers during review of the proposed project. Also, please refer to Response F-3.

Response H-8: Please refer to Responses F-6 and H-2.

Response H-9: Please refer to Responses F-6 and H-2.

Response H-10: This comment relates to the overall design of the proposed project and is noted. While potential cover over the overcrossing pathways is not contemplated at this time, such improvements may be considered during the final design stage. This comment does not relate to the adequacy of the information or analysis provided in the IS/MND and will be considered by City decision-makers during review of the proposed project.

Response H-11: Please refer to Responses F-6 and H-2.

Response H-12: A maintenance plan would be developed as part of overcrossing operations, as required by the State. This plan would be developed prior to operation of the proposed project at either location.

Response H-13: Please review the introduction to this memorandum, which constitutes the Response to Comments on the IS/MND.

Response H-14: As noted on pages 20 and 28 of the IS/MND, construction of each overcrossing would occur over a period of approximately two years.

Response H-15: Access along the trail during construction is discussed on pages 20 and 28 of the IS/MND.

Response H-16: As discussed on page 14 of the IS/MND, at this time, the proposed overcrossing designs are conceptual in nature and more specific design details would be developed after project approval. Therefore, the description of the proposed overcrossing included in the IS/MND provides an approximation and conceptual overview of the potential overcrossing designs and identifies the maximum permanent and temporary areas of disturbance that could occur with implementation of the project for the purposes of environmental review. Should the proposed overcrossings be substantially redesigned or reconfigured, or should the maximum vertical or horizontal footprint of temporary or permanent disturbance be expanded, additional environmental review may be warranted.

Response H-17: Please refer to Response F-8, which addresses the cumulative analysis.

Response H-18: This comment relates to the overall design of the proposed project and is noted. While public art along the overcrossings are not contemplated at this

time, such amenities may be considered during the final design stage. This comment does not relate to the adequacy of the information or analysis provided in the IS/MND and will be considered by City decision-makers during review of the proposed project.

San Ramon Iron Horse Trail
Overcrossings Project
Community Workshop
Comment Card

Contact Information:

Joyce Wabbling
828-5222

Comments:

I do hope these new
bridges will not conclude
disastrous lighting. Was
lucky city did not need to
be seen from outer space,
please!

1

San Ramon Iron Horse Trail
Overcrossings Project
Community Workshop
Comment Card

Contact Information: (650) 504-8745

Comments: Students from neigh-
oring schools would potentially
walk under the crossing at
Ballinger in bad weather,
so the bridge should probably
be outfitted with a protective
roof so that students are
more enticed to use the bridge
instead of crossing illegally.

2

LETTER I

September 12, 2017 Community Workshop Meeting Comment Cards
September 12, 2017

Response I-1: This comment relates to proposed lighting along the overcrossings. New lighting is addressed on page 35 of the IS/MND. Impacts associated with new lighting would be reduced to a less-than-significant level with implementation of Mitigation Measure AES-1.

Response I-2: Please refer to Response H-10.

APPENDIX D

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

A. INTRODUCTION

This Draft Mitigation Monitoring and Reporting Program (MMRP) is formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the San Ramon Iron Horse Trail Overcrossings Project (project). The MMRP, which is found in Table 1, lists mitigation measures recommended in the IS/MND prepared for the proposed project and identifies mitigation monitoring requirements.

This MMRP has been prepared to comply with the requirements of State law (Public Resources Code Section 21081.6). State law requires the Lead Agency to adopt an MMRP when mitigation measures are required to avoid significant impacts. The MMRP is intended to ensure compliance with the mitigation measures identified in the IS/MND during implementation of the project.

The MMRP is organized in a matrix format. The first two columns identify the potential impacts and corresponding mitigation measures. The third column, entitled *Timeframe for Implementation*, refers to when monitoring will occur to ensure that the mitigating action is completed. The fourth column, entitled *Responsibility for Implementation*, refers to the party responsible for implementing the mitigation measure. The fifth column, entitled, *Oversight of Implementation*, refers to the party responsible for oversight or ensuring that the mitigation measure is implemented.

Table 1: Mitigation Monitoring and Reporting Program

Impact	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>I. AESTHETICS</p> <p>The proposed project could create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.</p>	<p>AES-1: The City shall develop a lighting plan for the proposed project that demonstrates that the project's light and glare impacts on adjacent residential uses and surrounding roadways are less than significant. The City shall finalize and approve the lighting plan prior to approving final construction drawings for the project.</p>	<p>Prior to approval of final construction drawings</p>	<p>City of San Ramon</p>	<p>City of San Ramon</p>
<p>III. AIR QUALITY</p> <p>The Bay Area Air Quality Management District (BAAQMD) requires the implementation of Basic Construction Mitigation Measures to reduce construction dust impacts to a less-than-significant level.</p>	<p>AIR-1: Consistent with the Basic Construction Mitigation Measures required by the BAAQMD, the following actions shall be incorporated into construction contracts and specifications for the project:</p> <ul style="list-style-type: none"> • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day with reclaimed water, if available. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 mph. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. • Structural pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. 	<p>During all phases of construction</p>	<p>Construction contractor</p>	<p>City of San Ramon</p>

Table 1: Mitigation Monitoring and Reporting Program

Impact	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>AIR-1 <i>Continued</i></p>	<ul style="list-style-type: none"> All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. A publicly visible sign shall be posted with the telephone number and person to contact at the City of San Ramon regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations. The City and/or the project contractor shall require all off-road diesel-powered construction equipment of greater than 50 horsepower used for the project meet the California Air Resources Board Tier 4 emissions standards. 			
<p>IV. BIOLOGICAL RESOURCES</p>				
<p>Construction-related ground disturbance and/or vegetation removal/trimming activities associated with the proposed project could directly impact burrowing owls and directly and indirectly impact native nesting birds covered under the MBTA and/or California Fish and Game Code.</p>	<p><u>BIO-1:</u> Pre-construction surveys for burrowing owls shall be conducted in suitable habitat for this species on the Bollinger Canyon project site. No more than 14 days prior to ground disturbing activities, a qualified biologist shall conduct a pre-construction take/avoidance survey for burrowing owls using the methods described in Appendix D of the CDFW Staff Report on Burrowing Owl Mitigation (Staff Report). If no burrowing owls are detected during the initial take/avoidance survey, a final survey shall be conducted within 24 hours prior to ground disturbance to confirm that owls are still absent. If construction activities are delayed beyond 24 hours of the second survey, an additional survey shall be required within 24 hours prior to the re-initiation of construction.</p>	<p>No more than 14 days prior to ground disturbing activities for pre-construction surveys and within 24 hours of ground disturbing activities for final surveys at the Bollinger Canyon site</p>	<p>Qualified biologist</p>	<p>City of San Ramon</p>

Table 1: Mitigation Monitoring and Reporting Program

Impact	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>BIO-1 <i>Continued</i></p>	<p>If burrowing owls are documented to occupy burrows within the project site either during the breeding season or overwintering, compensatory mitigation shall be required. Compensatory mitigation shall follow the guidelines outlined in the 2012 CDFW Staff Report. Occupied burrows shall be provided with protective buffers (year-round) within which construction activities shall be prohibited. Buffer sizes shall be determined by the qualified biologist in consultation with CDFW.</p> <p>For burrows where avoidance is not feasible, owls shall be passively relocated. A Burrowing Owl Exclusion Plan shall be developed and approved by CDFW prior to the implementation of passive relocation. Any burrowing owls detected onsite shall be monitored prior to, during, and after exclusion to ensure that substantial adverse effects are avoided. If burrow exclusion will occur immediately after the end of the breeding season, daily monitoring shall be conducted for one week prior to the exclusion to confirm that any young have fledged.</p>	<p>Compensatory mitigation shall be identified and provided prior to construction and protective buffers shall be installed during all phases of construction where owls are present</p> <p>During all phases of construction for passive relocation where owls are present</p>	<p>City of San Ramon and qualified biologist</p> <p>City of San Ramon and qualified biologist</p>	<p>City of San Ramon and CDFW</p> <p>City of San Ramon and CDFW</p>

Table 1: Mitigation Monitoring and Reporting Program

Impact	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	<p><u>BIO-2:</u> If project activities at the Crow Canyon and Bollinger Canyon sites occur during the nesting season for native birds (February 1 to August 31), a qualified biologist shall conduct a pre-construction nesting bird survey prior to vegetation removal, vegetation trimming, or ground-disturbing activities. The survey area shall include all suitable nesting habitat within a 250-foot buffer of the work areas for passerine species, and a 500-foot buffer of the work areas for raptor species. The survey shall be conducted no more than 14 days prior to the start of work. If the survey determines the presence of nesting birds, the biologist shall determine an appropriately sized exclusion zone around the nest in which no work will be allowed until the young have successfully fledged (or the nest has been abandoned). Exclusion zones shall be clearly delineated (i.e., orange construction fencing) around each active nest site. The size of the exclusion zone shall be determined by the biologist and shall be based on the nesting species and its sensitivity to disturbance. Typically, passerine species are provided with buffers measuring 50 to 100 feet, and raptors are provided with 300-foot buffers. Active nest sites shall be monitored periodically to determine time of fledging.</p> <p><u>BIO-3:</u> All construction personnel shall receive environmental training by a qualified biologist regarding special-status species in the vicinity of the Crow Canyon and Bollinger Canyon sites (burrowing owl and native nesting birds) prior to the initiation of construction activities. This training shall include a description of the species, comparison of the species to other similar species, life history, and a description of all proposed project measures in place to protect the species. Crews shall also be informed to stop all work and notify their supervisor or the monitoring biologist if special-status species are observed within the proposed project sites.</p>	<p>For construction occurring during the nesting season (February 1 to August 31) pre-construction surveys shall be conducted no more than 14 days prior to the start of work and exclusion zones shall be installed and monitoring shall occur as necessary</p>	<p>Qualified biologist</p>	<p>City of San Ramon</p>
		<p>Prior to and during all phases of construction</p>	<p>Qualified biologist</p>	<p>City of San Ramon</p>

Table 1: Mitigation Monitoring and Reporting Program

Impact	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>Construction activities associated with the proposed project could have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.</p>	<p>BIO-4: Removal of or impacts to trees and roots of trees within riparian canopy at the Crow Canyon and Bollinger Canyon sites shall be avoided to the extent practicable. When removal or impacts to riparian trees are necessary, all trees within the disturbance area shall be inventoried prior to tree removal or construction in these areas. The species of tree, general condition (i.e., vigor), and diameter at breast height (dbh) shall be collected for all inventoried trees. Standardized recommendations provided by a qualified arborist for tree and root pruning shall be followed as needed. Removal of riparian habitat shall be mitigated at a minimum ratio of 3:1 trees to compensate for the loss of wildlife and plant habitat. Mitigation for riparian canopy may occur onsite, offsite, or through the purchase of mitigation credits. Trees planted on or offsite shall be irrigated for at least two years to increase the chances of survival. Trees shall be of local stock and be native species like those removed or impacted. Planted trees shall be monitored for a period of at least five years with annual reports provided to CDFW.</p>	<p>Prior to and during all phases of construction</p> <p>Ongoing irrigation and reporting shall occur every two and five years, respectively</p>	<p>Construction contractor, qualified arborist and City of San Ramon</p>	<p>City of San Ramon and CDFW</p>

Table 1: Mitigation Monitoring and Reporting Program

Impact	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>Construction activities associated with the proposed project could have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means</p>	<p><u>BIO-5</u>: Work within aquatic features under the jurisdiction of the USACE, CDFW, and/or RWQCB would be a regulated activity that would require permits from the USACE (Clean Water Act [CWA] Section 404), RWQCB (CWA Section 401), and CDFW (Fish and Game Code Section 1602 Streambed Alteration Agreement). Removal or fill of USACE and/or RWQCB jurisdictional features will be mitigated at a minimum ratio of 1:1 (no net loss). Prior to construction, the impact to jurisdictional waters at both project sites shall be determined and mitigation at a minimum ratio of 1:1 shall be required for fill of jurisdictional areas. Mitigation for jurisdictional features shall occur onsite, offsite, or through the purchase of mitigation credits. A mitigation and monitoring plan shall be developed outlining performance standards to be assessed annually and contingency measures should those standards not be met. Performance criteria shall include percent plant cover, native to non-native plant ratios, evidence of hydrology, and presence of hydric soils and hydric vegetation. Wetlands and drainages created for mitigation shall be monitored for a period of at least five years with annual reports provided to USACE and RWQCB.</p>	<p>Prior to and during all phases of construction in wetland areas</p> <p>Monitoring and reporting shall occur for a period of five years</p>	<p>Qualified biologist and City of San Ramon</p>	<p>City of San Ramon, USACE, CDFW, and/or RWQCB as appropriate</p>

Table 1: Mitigation Monitoring and Reporting Program

Impact	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>Construction activities associated with the proposed project could conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</p>	<p>BIO-6: Prior to tree removal activities at the project sites, a tree mitigation and planting plan shall be developed. The plan shall be included in the landscape plan for the project and shall identify the number of trees to be removed and the number and location of replacement trees required (replacement trees shall meet or exceed the ratios specified in the tree ordinance). The proposed project shall provide replacement trees on site, where feasible. A total of 32 blue oaks, 120 coast live oaks, and 70 valley oaks could be planted to replace the 38 trees (4 blue oaks, 26 coast live oaks, and 8 valley oaks) that may be removed from the Bollinger Canyon site. A total of 12 coast live oaks could be planted to replace the 2 coast live oaks that may be removed from the Crow Canyon site. The tree mitigation and planting plan shall be approved by the City prior to tree removal and construction. Replacement trees should be planted following the completion of construction activities.</p>	<p>Prior to approval of final construction drawings Replacement plantings shall be planted after construction</p>	<p>Qualified arborist/landscape designer and City of San Ramon</p>	<p>City of San Ramon</p>
<p>V. CULTURAL RESOURCES</p>				
<p>Construction activities associated with the proposed project could uncover previously unknown archaeological resources during site preparation and grading activities.</p>	<p>CULT-1: Should an archaeological deposit be encountered during project subsurface construction, all ground-disturbing activities within 25 feet shall be redirected and a qualified archaeologist shall assess the deposit, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Archaeological deposits can include shellfish remains; bones; flakes of, and tools made from, obsidian, chert, and basalt; and mortars and pestles.</p>	<p>During all phases of construction</p>	<p>Construction contractor and qualified archaeologist</p>	<p>City of San Ramon</p>

Table 1: Mitigation Monitoring and Reporting Program

Impact	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>CULT-1 <i>Continued</i></p> <p>Construction activities associated with the proposed project could uncover paleontological resources beneath the surface of the project site.</p>	<p>The City shall be notified by the construction contractor within 24 hours of the encounter. If found to be significant by the archaeologist (i.e., eligible for listing in the California Register of Historical Resources), the City shall be responsible for funding and overseeing implementation of appropriate mitigation measures. Mitigation measures may include, but would not be limited to, recording the archaeological deposit, data recovery and analysis, and public outreach. Upon completion of the selected mitigations, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City for review, and the final report shall be submitted to the Northwest Information Center at Sonoma State University. Significant archaeological materials shall be submitted to an appropriate local curation facility and used for future research and public interpretive displays, as appropriate.</p> <p><u>CULT-2:</u> Should paleontological resources be encountered during project subsurface construction activities, all ground-disturbing activities within 25 feet shall be redirected and the project paleontologist contacted to assess the situation shall consult with the City and make recommendations for the treatment of the discovery. Fossils can include plants and animals, and such trace fossil evidence of past life as tracks or plant imprints. Ancient marine sediments may contain invertebrate fossils such as snails, clam and oyster shells, sponges, and protozoa; and vertebrate fossils such as fish, whale, and sea lion bones. For purposes of this mitigation, a "qualified paleontologist" shall be an individual with the following qualifications: 1) a graduate</p>	<p>During all phases of construction</p>	<p>Construction contractor and qualified paleontologist</p>	<p>City of San Ramon</p>

Table 1: Mitigation Monitoring and Reporting Program

Impact	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
CULT-2 <i>Continued</i>	<p>degree in paleontology or geology and/or a person with a demonstrated publication record in peer-reviewed paleontological journals; 2) at least two years of professional experience related to paleontology; 3) proficiency in recognizing fossils in the field and determining their significance; 4) expertise in local geology, stratigraphy, and biostratigraphy; and 5) experience collecting vertebrate fossils in the field. If the paleontological resources are found to be significant and project activities cannot avoid them, measures shall be implemented to ensure that the project does not cause a substantial adverse change in the significance of the paleontological resource. Measures may include monitoring, recording the fossil locality, data recovery and analysis, a final report, and accessioning the fossil material and technical report to a paleontological repository. Upon completion of the assessment, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City for review. If paleontological materials are recovered, this report also shall be submitted to a paleontological repository such as the University of California Museum of Paleontology, along with significant paleontological materials. Public educational outreach may also be appropriate.</p>			
<p>Construction activities associated with the proposed project could disturb human remains, including those interred outside of formal cemeteries.</p>	<p>CULT-3: If human remains are identified during construction and cannot be preserved in place, the City shall fund: 1) the removal and documentation of the human remains from the project site by a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology; 2) the scientific analysis and of the remains by a qualified archaeologist, should such analysis be permitted by the Native American Most Likely Descendent; and 3) the reburial of the remains, as appropriate. All excavation, analysis, and reburial of Native American human remains shall be done in consultation with the Native American Most Likely Descendent, as identified by the California Native American Heritage Commission.</p>	<p>During all phases of construction</p>	<p>Construction contractor and qualified archaeologist</p>	<p>City of San Ramon</p>

Table 1: Mitigation Monitoring and Reporting Program

Impact	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>VIII. HAZARDS AND HAZARDOUS MATERIALS</p> <p>Construction activities associated with the proposed project could uncover contaminated site soils and pose a hazard to construction workers during excavation and grading activities at the site.</p>	<p>HAZ-1: Prior to construction, a soils and groundwater investigation shall be performed to investigate hazardous materials concerns related to soil and groundwater that will be encountered during project construction, as identified in the Phase I ISA. Based on the findings and recommendations of this investigation, the construction contractor may need to implement special soil, groundwater, and construction materials management and disposal procedures for hazardous materials, as well as construction worker health and safety measures during construction. The general areas and contaminants of concern for investigating soil, groundwater, and construction materials are summarized below.</p> <p>Shallow soil samples should be collected in areas where soils will be disturbed in proposed construction activities and analyzed for arsenic, other metals, PAHs, and chlorinated herbicides. Soil analytical results should be screened against naturally-occurring concentrations for arsenic and other metals as well as the RWQCB Environmental Screening Levels (ESLs) to determine appropriate actions to ensure the protection of construction workers, future site users, and the environment. Soil analytical data should also be screened against state and federal hazardous waste thresholds to determine soil management options. A portion of the samples collected should also be analyzed for asbestos to determine if fill materials containing naturally-occurring asbestos may have been placed at the project site.</p> <p>Groundwater samples should be collected in areas where proposed construction activities may encounter the groundwater. As the potential source of groundwater contamination is a petroleum pipeline, groundwater samples should be analyzed for petroleum hydrocarbons (as gasoline, diesel, and motor oil) and volatile organic compounds (VOCs)</p>	<p>Prior to construction activities</p>	<p>Qualified environmental specialist</p>	<p>City of San Ramon</p>

Table 1: Mitigation Monitoring and Reporting Program

Impact	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>XII. NOISE</p> <p>Construction activities associated with the proposed project could result in a temporary or periodic increase in ambient noise levels in the project vicinity.</p>	<p>NOI-1: The project contractor shall implement the following measures during construction of the project:</p> <ul style="list-style-type: none"> • Equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards. • Place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the active project sites. • Locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the active project sites during all project construction. • Ensure that all general construction related activities are restricted to between 7:30 a.m. and 7:00 p.m. Monday through Friday and between 9:00 a.m. and 6:00 p.m. on Saturdays and Sundays except where traffic or safety warrants alternate hours. Construction is prohibited on federal holidays. 	<p>During all phases of construction</p>	<p>Construction contractor</p>	<p>City of San Ramon</p>

Source: LSA, 2017.