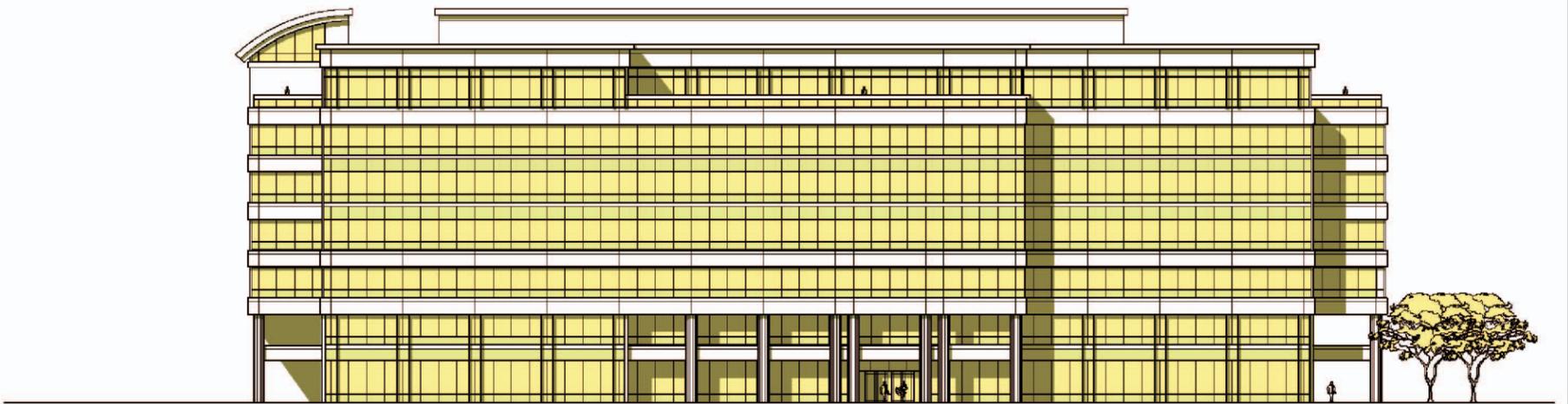
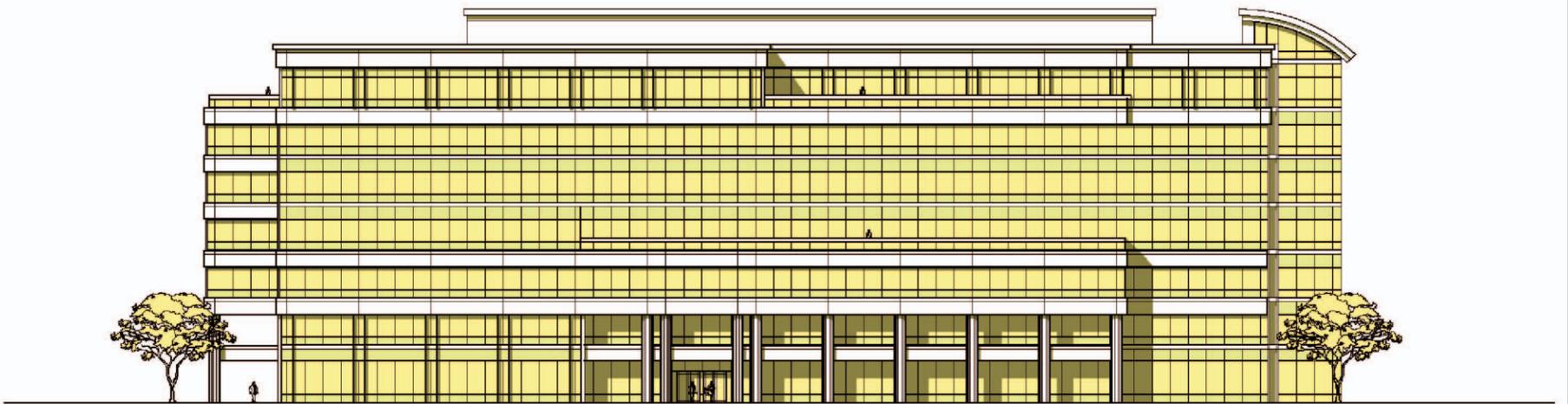


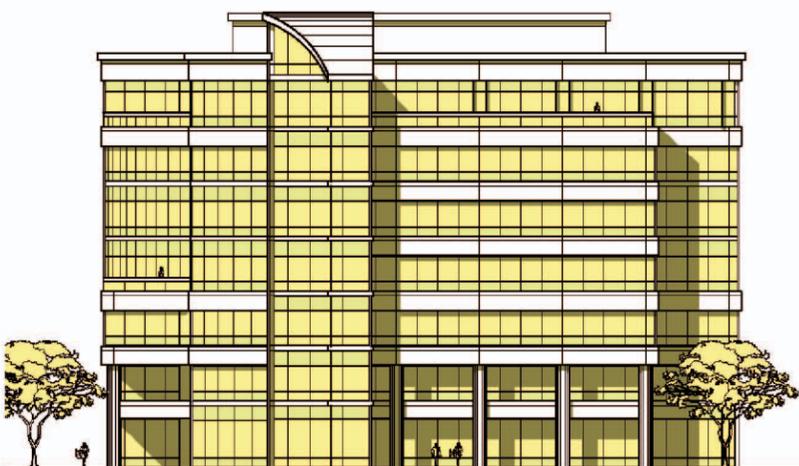
5 BUILDING SECTION



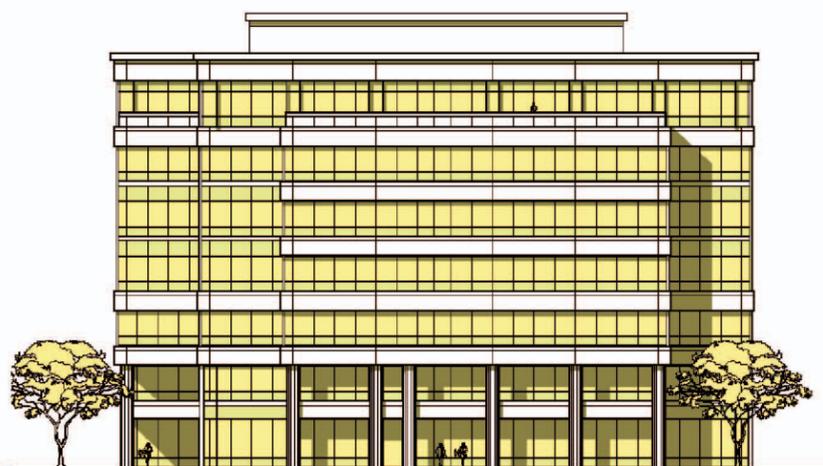
4 TYPICAL FRONT ELEVATION (OTHER SIDE SIMILAR)



3 TYPICAL FRONT ELEVATION



2 TYPICAL SIDE ELEVATION



1 TYPICAL SIDE ELEVATION

Source: Sunset Development Company, April 30, 2007.



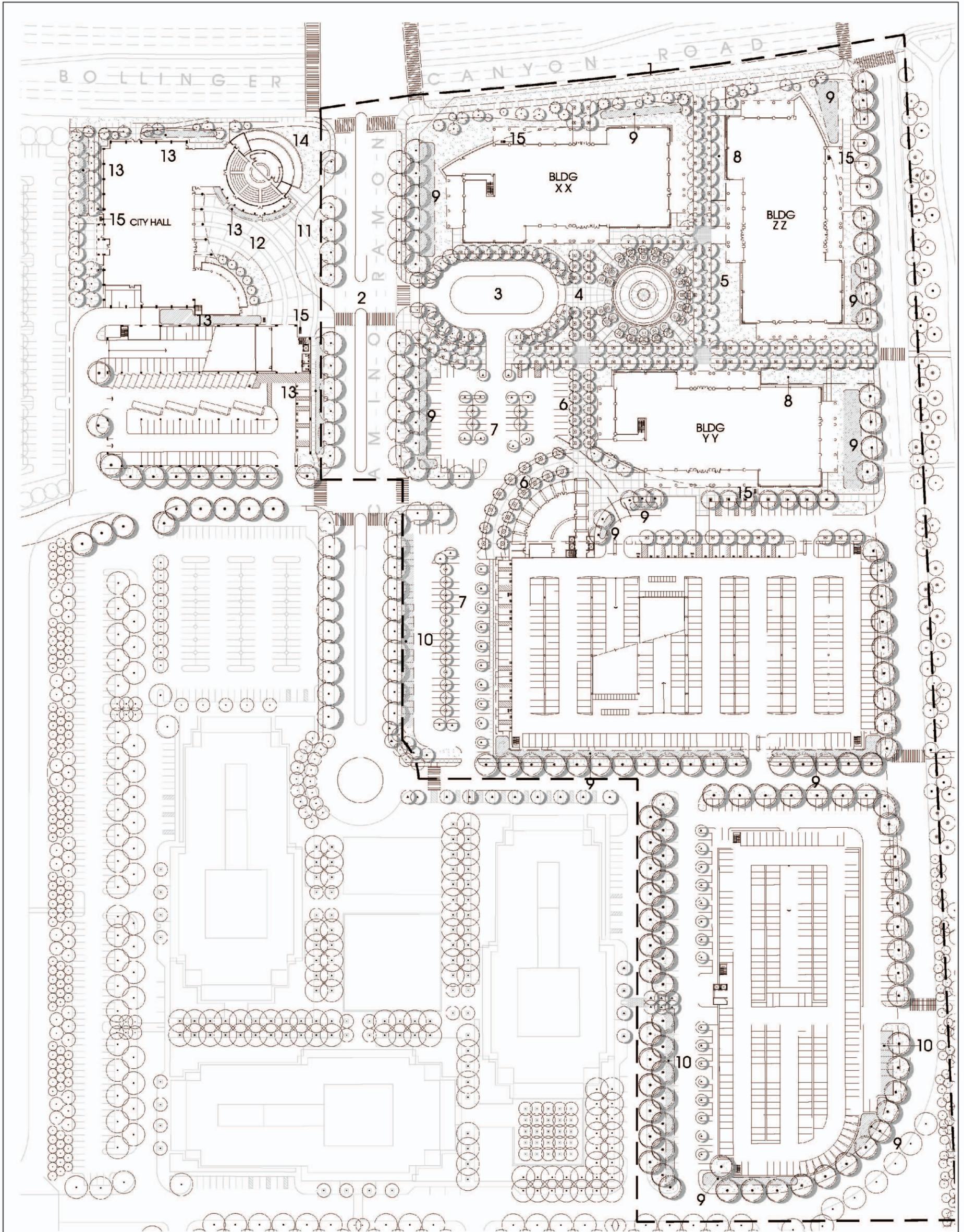
Michael Brandman Associates

24910007 • 06/2007 | 3-11\_br\_sections\_elevations.cdr

Exhibit 3-11  
Bishop Ranch 1A Sections and Elevations

CITY OF SAN RAMON • SAN RAMON CITY CENTER PROJECT  
DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT





**CITY CENTER 1A NOTES:**

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ol style="list-style-type: none"> <li>1. BOLLINGER CANYON ROAD - DECIDUOUS AND EVERGREEN FRAMEWORK - COLUMNAR OAKS, STONE PINES AND CRAPE MYRTLES</li> <li>2. CAMINO RAMON ENTRANCE ALLEE - EXISTING LONDON PLANE TREES TO REMAIN</li> <li>3. OFFICE COMMONS DROP-OFF PLAZA LINDEN TREE FRAMEWORK</li> <li>4. OFFICE COMMONS CENTRAL COURTYARD - CIRCULAR FOUNTAIN FOCAL POINT RINGED WITH FLOWERING CRAPE MYRTLES</li> <li>5. IRON HORSE TRAIL CONNECTION - LONDON PLANE TREE ALLEE</li> <li>6. CAFE PLAZA AND WALK - FLOWERING CHERRY TREES</li> <li>7. SHADED GUEST PARKING - HONEY LOCUST</li> </ol> | <ol style="list-style-type: none"> <li>8. EMERGENCY VEHICLE FIRE LANE - 20' CLEARANCE</li> <li>9. STORM WATER BMP - BIOSWALE</li> <li>10. STORM WATER BMP - PERMEABLE PAVING</li> <li>11. CITY HALL PLAZA VISITOR DROP-OFF</li> <li>12. CITY HALL COURTYARD - INLAID GRANITE ARCHING BANDS ON GROUNDPLANE - FLOWERING CRAPE MYRTLES AND SHADED SEATING</li> <li>13. STORM WATER BMP - BIOSWALE</li> <li>14. CITY HALL FOUNTAIN</li> <li>15. BIKE RACKS</li> </ol> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Source: Sunset Development Company, April 30, 2007.



Michael Brandman Associates

24910007 • 06/2007 | 3-12\_br\_transit\_center\_landscaping.cdr

**Exhibit 3-12**  
**Bishop Ranch 1A, City Hall, and**  
**Transit Center Landscaping Plan**

CITY OF SAN RAMON • SAN RAMON CITY CENTER PROJECT  
 DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT





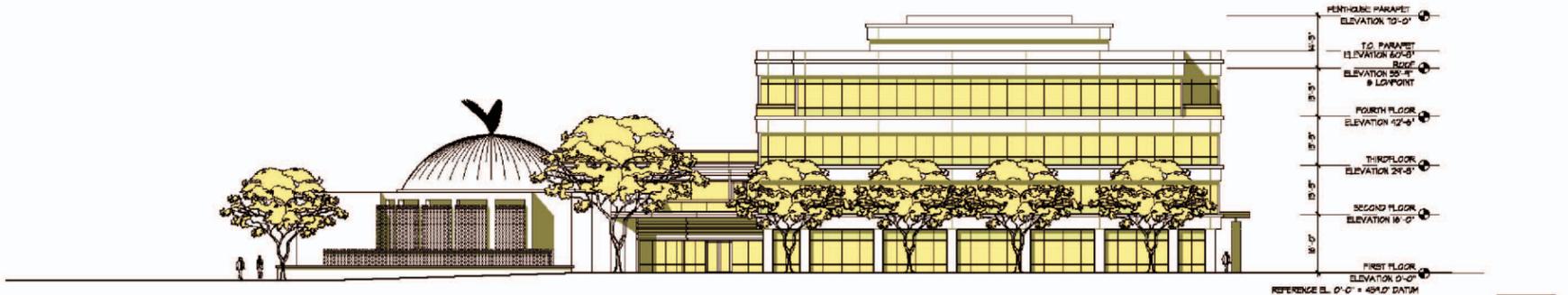




1 EAST ELEVATION (FRONT)



2 WEST ELEVATION (REAR)



3 NORTH ELEVATION (BOLLINGER RD)

PENTHOUSE PARAPET	ELEVATION 70'-0"
T.O. PARAPET	ELEVATION 60'-0"
ROOF	ELEVATION 55'-0"
FOURTH FLOOR	ELEVATION 42'-0"
THIRDFLOOR	ELEVATION 24'-0"
SECOND FLOOR	ELEVATION 18'-0"
FIRST FLOOR	ELEVATION 0'-0"
REFERENCE BL. 0'-0" = 434.0' DATUM	

Source: Sunset Development Company, April 30, 2007.



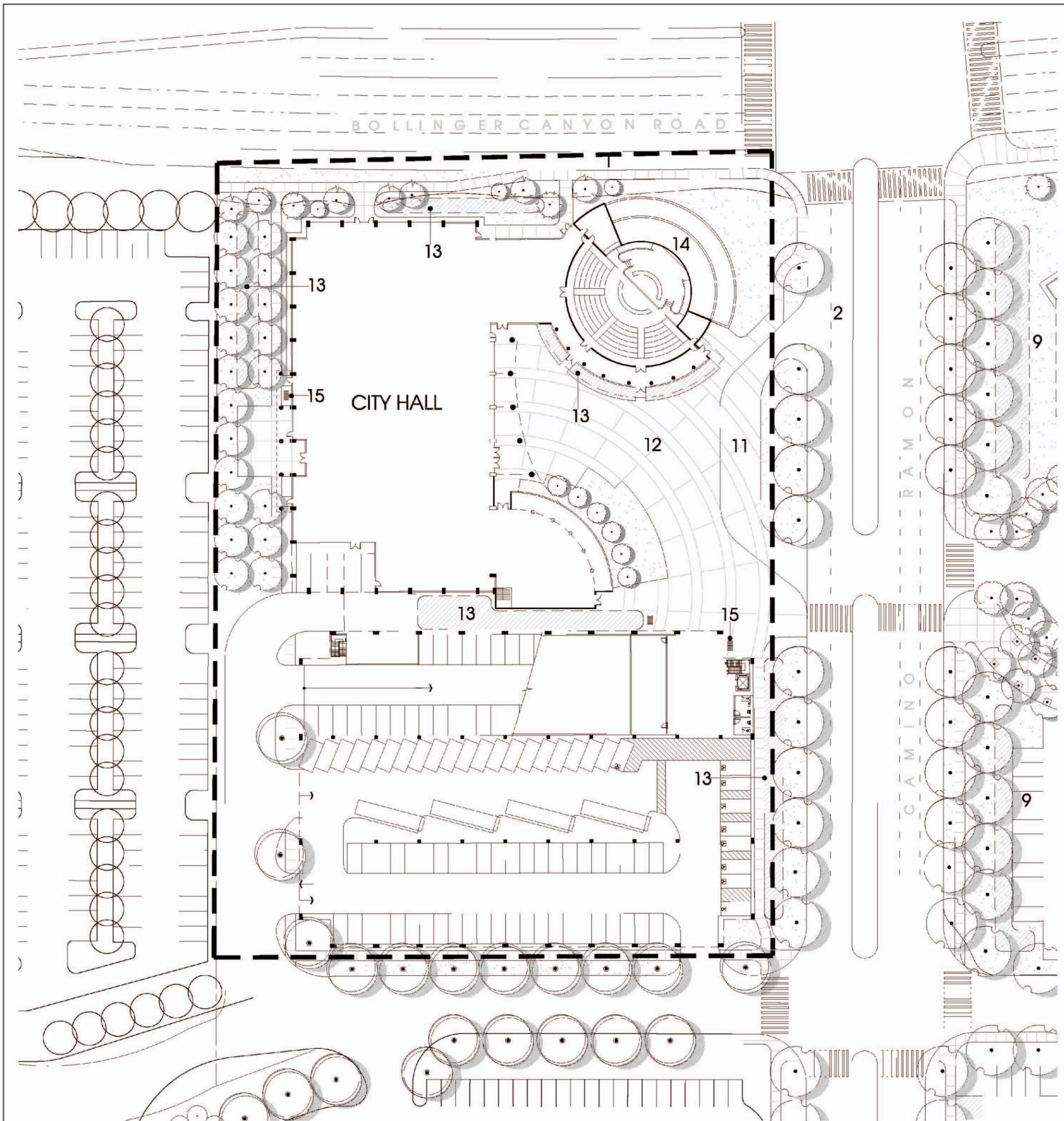
Michael Brandman Associates

24910007 • 06/2007 | 3-14\_city\_hall\_transit\_center\_sections\_elevations.cdr

## Exhibit 3-14 City Hall and Transit Center Sections and Elevations

CITY OF SAN RAMON • SAN RAMON CITY CENTER PROJECT  
DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT





**CITY CENTER 1B NOTES:**

- 11. CITY HALL PLAZA VISITOR DROP-OFF
  - 12. CITY HALL COURTYARD - INLAID GRANITE ARCING BANDS ON GROUNDPLANE - FLOWERING CRAPE MYRTLES AND SHADED SEATING
  - 13. STORMWATER BMP - BIOSWALE
  - 14. CITY HALL FOUNTAIN
  - 15. BIKE RACKS
- NOTE: ITEMS 1. - 10. SEE NOTES ON SHEET L.1A - 2

**CITY CENTER 1B PLANT LIST :**

TREES	COMMON NAME	BOTANICAL NAME	QUANTITY	SIZE
WEST ENTRANCE	○ LONDON PLANE TREE	PLATANUS ACERIFOLIA 'COLUMBIA'*	19	15 GAL
CITY HALL COURTYARD	○ CRAPE MYRTLE	LAGERSTROEMIA 'NATCHEZ'	6	24' BOX
SECONDARY ROADS / PARKING	○ ASH	FRAXINUS UHDEI	11	15 GAL
BOLLINGER STREETSCAPE	○ CRAPE MYRTLE	LAGERSTROEMIA 'NATCHEZ'	3	24' BOX
	○ ENGLISH OAK	QUERCUS ROBUR	6	24' BOX
	○ STONE PINE	PINUS PINEA	3	24' BOX
SHRUBS	○ COTONEASTER	COTONEASTER LACTEUS		5 GAL
	○ XYLOSMA	XYLOSMA CONGESTUM		5 GAL
	○ GLOSSY ABELIA	ALBELIA GRANDIFLORA		5 GAL
	○ ENGLISH LAUREL	PRUNUS LAUROCERASUS		5 GAL

\* THIS CULTIVAR IS HIGHLY RESISTANT TO SYCAMORE ANTHRACNOSE

TOTAL NUMBER OF TREES: 448 40% IN 24' BOX: 267 - 60% IN 15 GAL. CONTAINERS: 181  
 SAN RAMON LANDSCAPE REQUIREMENTS: 30% OF TREES IN 24' BOX, 70% IN 15 GALLON CONTAINERS

	COMMON NAME	BOTANICAL NAME	SIZE
GROUNDCOVER	BOXWOOD	BUXUS MICROPHYLLA JAPONICA	5 GAL
	DAYLILY	HEMEROCALLIS	5 GAL
	FOUNTAIN GRASS	PENNISETUM ORIENTALE	5 GAL
	GIANT CHAIN FERN	WOODWARDIA FIMBRIATA	5 GAL
	HEAVENLY BAMBOO	NANDINA DOMESTICA	5 GAL
	LILY-OF-THE-NILE	AGAPANTHUS ORIENTALIS	5 GAL
	LILY TURF	LIRIOPE	5 GAL
	SWORD FERN	POLYSTICHUM CALIFORNICUM	5 GAL
	SPANISH LAVENDER	LAVENDULA STOECHAS	5 GAL
	STAR JASMINE	TRACHELOSPERMUM JASMINOIDES	5 GAL
	BIOSWALE	CALIFORNIA FESCUE	FESTUCA CALIFORNICA
CALIFORNIA GRAY RUSH		JUNCUS PATENS	1 GAL
SANTA BARBARA SEDGE		CAREX BARBERAE	1 GAL
SEDGE		CAREX ELATA 'BOWLES GOLDEN'	1 GAL
SWEET FLAG		ACORUS CALAMUS	1 GAL
YELLOW FLAG		IRIS PSEUDACORUS	1 GAL

APPROX. TOTAL OF SHRUBS AND GROUND COVER: 92,776 sq/ft  
 APPROX. 75% IN 5 GAL CONTAINERS - APPROX. 25% IN 1 GAL. CONTAINERS  
 SAN RAMON LANDSCAPE REQUIREMENTS: 25% OF SHRUBS AND GROUNDCOVERS IN 5 GAL CONTAINERS, 75% IN 1 GAL.

Source: Sunset Development Company, April 30, 2007.



Michael Brandman Associates

24910007 • 06/2007 | 3-15\_city\_hall\_transit\_center\_landscape.cdr

**Exhibit 3-15  
 City Hall and Transit Center Landscaping Plan**

CITY OF SAN RAMON • SAN RAMON CITY CENTER PROJECT  
 DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT



## **Building Massing**

Floor Area Ratio (FAR) provides a measurement of building massing and is calculated by divided project square footage (2,168,466) by the square footage of developable land area (1,702,760). The entire City Center project would have a 1.27 FAR, which is within the maximum allowable 1.35 FAR established in the Zoning Ordinance for the City Center Mixed Use (CCMU) zone.

## **Utilities and Infrastructure**

Utilities and infrastructure systems including potable water, fire water, recycled water, wastewater, storm drainage, electricity, natural gas, street lighting, and sidewalks would be installed to serve the proposed project. Exhibit 3-16 shows the utility plan for the proposed project. Below is a summary of the necessary utility and infrastructure improvements. All project utility connections would be located underground.

## **Roadways**

A number of roadway improvements would be implemented in conjunction with the proposed project. Each is discussed below.

### *Bishop Drive*

Bishop Drive, an existing two-lane roadway, would be extended from its current terminus at the Bishop Ranch 3 parking structure east, then south to Bollinger Canyon Road to create a partial loop around the northern and eastern perimeters of the Plaza District. Bishop Drive would connect with Bollinger Canyon Road at the existing signalized intersection with the Bishop Ranch 1 East roadway. Bishop Drive would provide access to the Block A, Block E, and Blocks F-G parking structures. Between Sunset Drive and Bollinger Canyon Road, Bishop Drive would provide four lanes, as well as turn pockets at intersections and parking garage access points. As part of the roadway widening and extension, Class II bicycle lanes would be added, extending from their current terminus at Sunset Drive to the future intersection with Bollinger Canyon Road. The extended Class II bicycle facilities would run parallel to the Class I Iron Horse Trail along the east side of Blocks F-G and would connect to the trail via a designated pedestrian/bicycle crossing with pavement treatments to enhance the definition of the pedestrian space.

### *Center Street*

Center Street, a two-lane roadway with on-street parking, would bisect the Plaza District east to west. It would begin at the existing signalized intersection of Sunset Drive and the Bishop Ranch 2 driveway and terminate at East Street. Center Street would intersect with West Street and Camino Ramon and provide access to the Block A, Block E, and Blocks F-G parking structures. Pedestrian crossings of streets within the Plaza District would have a pavement treatment to enhance the definition of the pedestrian space. Center Street would be privately owned and maintained.

### *West Street*

West Street, a two-lane roadway with on-street parking, would provide a north-south linkage between Bishop Drive and Bollinger Canyon Road. Access to and from Bollinger Canyon Road would be

**Project Description**

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provided via an access road serving the loading facilities for the hotel on Block C and the Anchor Store on Block D, as well as the hotel and Block D parking structures. The access road would have separate right-in, right-out access points. West Street would intersect with Center Street and provide access to the Block A, Block B, and hotel parking structures. Pedestrian crossings of streets within the Plaza District would have a pavement treatment to enhance the definition of the pedestrian space. West Street would be privately owned and maintained.

***East Street***

East Street, a two-lane roadway with on-street parking, would provide a north-south linkage between Bishop Drive and Bollinger Canyon Road. Access to and from Bollinger Canyon Road would be provided by a right-in, right-out access point. West Street would intersect with Center Street and provide access to the Block E parking structure. Pedestrian crossings of streets within the Plaza District would have a pavement treatment to enhance the definition of the pedestrian space. East Street would be privately owned and maintained.

***Bishop Ranch 1 East***

The existing two-lane Bishop Ranch 1 East roadway would be widened to four lanes between Bollinger Canyon Road and the Bishop Ranch 1 parking structure. The roadway would provide access to the Bishop Ranch 1A and Bishop Ranch 1 parking structures. On-street parking would be prohibited.

***Bishop Ranch 1 Entrance Road***

The existing Bishop Ranch 1 Entrance Road would be widened to provide two through lanes in the southbound direction and three through lanes in the northbound direction between Bollinger Canyon Road and the Bishop Ranch 1 roundabout. A right-in, right-out drop-off point would be provided in front of City Hall. Access to Bishop Ranch 1A and the Transit Center would be provided off the Bishop Ranch 1 Entrance Road.

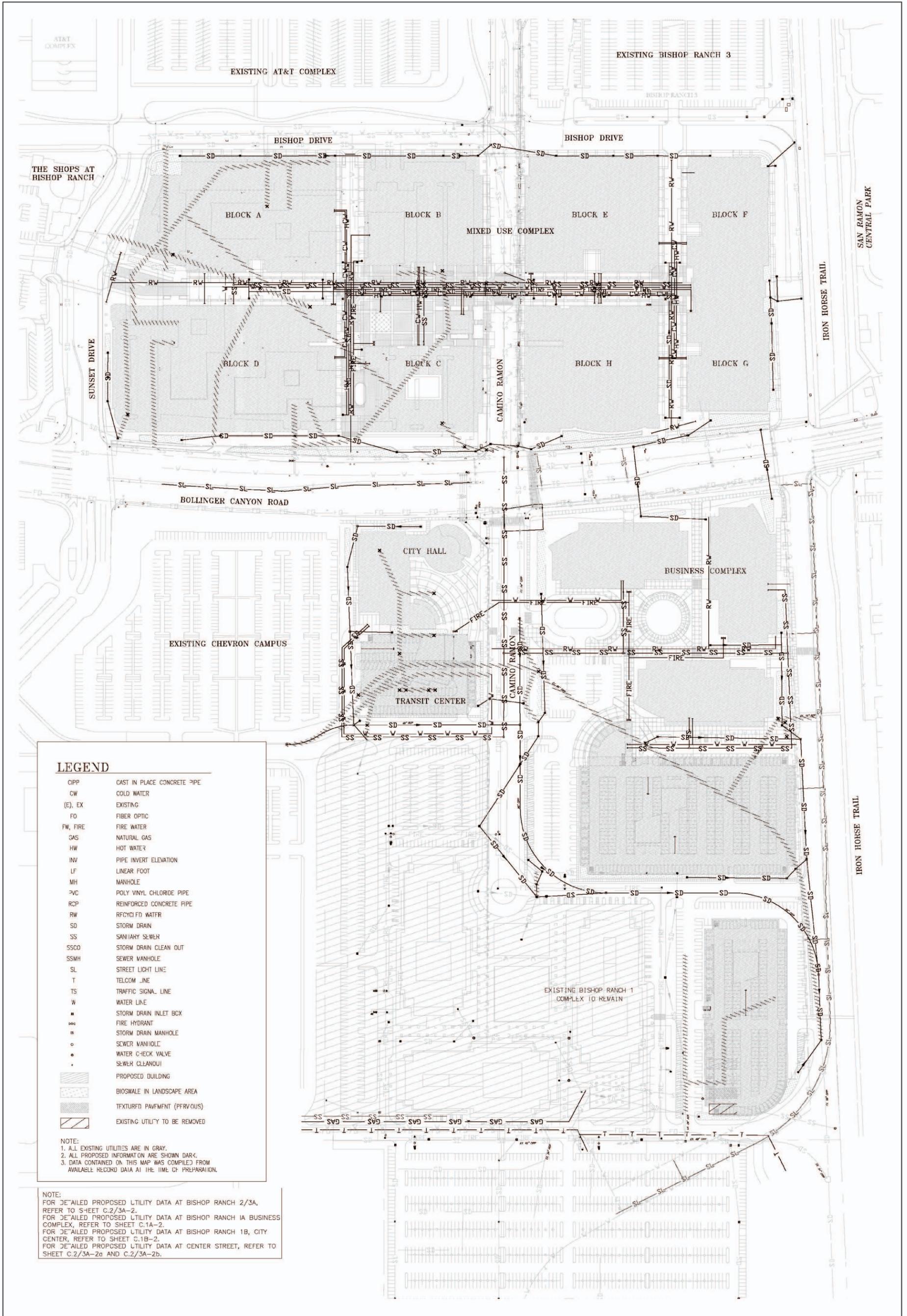
***Bollinger Canyon Road***

Bollinger Canyon Road would be widened between Camino Ramon and Bishop Drive to provide four through lanes in each direction. Two left-turn lanes would be installed in the eastbound direction at the Bishop Drive/Bishop Ranch 1 East intersection. The southernmost eastbound through lane would become a right-turn-only lane at Bishop Drive/Bishop Ranch 1 East intersection.

***Potable Water***

Bishop Ranch 1 and Bishop Ranch 2 are served by existing connections to the East Bay Municipal Utility District (East Bay MUD) water system. The Bishop Ranch 2 water connections would be removed as part of the proposed project.

Cold water, hot water, and standard water connections would serve the Plaza District. The project would provide onsite water chilling and heating facilities for the delivery of cold and hot water. The backbone water system would be located under Center Street, with branches located under West and



Source: Sunset Development Company, April 30, 2007.



Michael Brandman Associates

24910007 • 06/2007 | 3-16\_conceptual\_utility\_plan.cdr

## Exhibit 3-16 Conceptual Utility Plan

CITY OF SAN RAMON • SAN RAMON CITY CENTER PROJECT  
DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT



East Streets. The Plaza District's water system would intertie with the East Bay MUD water system under Camino Ramon. The water lines serving Bishop Ranch 1A would be located under parking areas and internal roadways and would intertie with the East Bay MUD water system under the Bishop Ranch 1 entrance road and the Bishop Ranch 1 East roadway. The water lines serving the City Hall and Transit Center would be located under parking areas and internal roadways and would intertie with the East Bay MUD water system under the Bishop Ranch 1 entrance road.

### ***Fire Water***

A fire water system would branch off the potable water system. The Plaza District fire water system would be located under Camino Ramon. The fire water lines serving Bishop Ranch 1A would be located under parking areas and internal roadways.

### ***Recycled Water***

None of the parcels that make up the project site contain recycled water infrastructure. The proposed project's landscaped areas would be irrigated by recycled water provided by Dublin San Ramon Services District -East Bay MUD Recycled Water Authority (DERWA). The Plaza District, Bishop Ranch 1A, and the City Hall and Transit Center would all connect to the DERWA system.

### ***Wastewater***

Bishop Ranch 1 and Bishop Ranch 2 are served by existing connections to the Central Contra Costa Sanitary District (Central San) wastewater system.

The Plaza District's wastewater lines and laterals would be located under Center Street and intertie with the Central San sewer system under Camino Ramon. The wastewater lines serving Bishop Ranch 1A, City Hall, and Transit Center would be located under parking areas and internal roadways and would feed to a backbone line located under the Bishop Ranch 1 entrance road that would intertie with the Central San sewer system under Bollinger Canyon Road.

### ***Storm Drainage***

The project vicinity is currently drained by an existing 72-inch-diameter storm drain located under Camino Ramon that transitions to an 84-inch-diameter pipe south of Bollinger Canyon Road, and ultimately to a 96-inch-diameter within the Bishop Ranch 1 complex. The 96-inch-diameter pipe discharges into South San Ramon Creek, approximately 2,000 feet south of Parcel 1A. This storm drain is fed by inlets and piping located on Parcels 1A, 1B, and in Bishop Ranch 2. The development of the proposed project would require the removal of all existing storm drain infrastructure located on Parcels 1A and 1B, and in Bishop Ranch 2.

The proposed project would maintain the existing storm drain line under Camino Ramon and the Bishop Ranch 1 entrance road to a point approximately 200 feet south of Bollinger Canyon Road. From there, the existing storm drain would be removed because it veers east and crosses the footprint of the Bishop Ranch 1A parking structure. A replacement storm drain would be installed around the

**Project Description**

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south side of the parking structure and would reconnect with the remainder of the existing 96-inch-diameter storm drain that discharges into South San Ramon Creek.

**Electricity**

Bishop Ranch 1 and Bishop Ranch 2 are currently served by the Pacific Gas and Electric Company (PG&E) electrical system. The existing Bishop Ranch 2 electrical infrastructure would be removed during demolition. New underground electrical infrastructure would be installed to serve the proposed project.

**Natural gas**

Bishop Ranch 1 and Bishop Ranch 2 are currently served by the PG&E natural gas system. The existing Bishop Ranch 2 natural gas infrastructure would be removed during demolition. New underground natural gas infrastructure would be installed to serve the proposed project.

**Street Lighting**

Street lighting is currently in place along Bollinger Canyon Road, Camino Ramon, Bishop Drive, the Bishop Ranch 1 entrance road, and the Bishop Ranch 1 East roadway. The proposed project would add street lighting along the new streets within the Plaza District and along the median of Bollinger Canyon Road between Sunset Drive and Camino Ramon.

**Phone, Fiber Optic, Cable and other Secondary Utilities**

The project site is currently served by several independent secondary utilities that provide electronic communications (phone, fiber optic, cable, etc.). Providers include AT&T and Comcast. During the course of construction, it may be necessary to upgrade or relocate certain utilities to serve the proposed project. Maintenance and improvements to existing secondary infrastructure has been anticipated as part of the proposed project and are included in the scope of construction.

**Sidewalks**

Continuous, uninterrupted sidewalks exist along the south side of Bollinger Canyon Road, the east side of Camino Ramon, the east side of Sunset Drive, both sides of the Bishop Ranch 1 entrance road, and the west side of the Bishop Ranch 1 East road. A sidewalk is present along the north side of Bollinger Canyon Road along the Parcel 3A frontage. No sidewalks or only short segments of sidewalk are present along the north, east, or south sides of Bishop Ranch 2. The proposed project would install new, continuous, uninterrupted sidewalks along all project frontages.

**Project Phasing and Construction Schedule**

The phasing and construction schedule for each project component is provided below.

**Plaza District**

The Plaza District would be developed in one phase. Demolition of Bishop Ranch 2 would begin in mid-2008, and construction would begin shortly thereafter. The Plaza District would be completed by November 2010.

### ***Bishop Ranch 1A***

The three Bishop Ranch 1A office buildings would be developed in three phases. Construction on the first building would begin in mid-2008, the second in mid-2009, and the third in mid-2010.

Construction for each building would take 14 months.

The three parking structures associated with Bishop Ranch 1 and Bishop Ranch 1A would be constructed concurrently with the office buildings. Construction on the Bishop Ranch 1A parking structure would begin in mid-2008, the Bishop Ranch 1 parking structure would begin in mid-2009; and the shared parking structure would begin in mid-2010. Construction for each structure would take 10 months.

### ***City Hall and Transit Center***

The City Hall and Transit Center would be developed in one phase. Construction would begin in mid-2009 and would take 18 months.

### **Sustainability Features**

The proposed project's sustainability features are discussed below, including its consistency with smart growth policies, and its trip reduction and energy and water conservation measures.

#### ***Consistency with Smart Growth Policies***

Although definitions vary, "Smart Growth" generally refers to land use planning and development activities intended to sustainably balance the needs of population growth with environmental, fiscal, social, and technological constraints. Five regional agencies (Association of Bay Area Governments [ABAG], Bay Area Air Quality Management District, Bay Conservation and Development Commission, Metropolitan Transportation Commission, and the San Francisco Bay Regional Water Quality Control Board), along with the Bay Area Alliance for Sustainable Communities, developed a set of smart growth policies for the nine-county San Francisco Bay Area region. The policies are summarized below:

- **Jobs/Housing Balance and Match:** Improve the jobs/housing linkages through the development of housing in proximity to jobs, and both in proximity to public transportation. Increase the supply of affordable housing and support efforts to match job income and housing affordability levels.
- **Housing and Displacement:** Improve existing housing and develop sufficient new housing to provide for the housing needs of the Bay Area community. Support efforts to improve housing affordability and limit the displacement of existing residents and businesses.
- **Social Justice and Equity:** Improve conditions in disadvantaged neighborhoods, ensure environmental justice, and increase access to jobs, housing, and public services for all residents in the region.

- **Environmental, Natural Resource, Open Space, and Agricultural Preservation:** Protect and enhance open space, agricultural lands, other valued lands, watersheds, and ecosystems throughout the region. Promote development patterns that protect and improve air quality. Protect and enhance the San Francisco Bay and Estuary.
- **Mobility, Livability and Transit Support:** Enhance community livability by promoting infill, transit oriented and walkable communities, and compact development as appropriate. Develop multi-family housing, mixed-use development, and alternative transportation to improve opportunities for all members of the community.
- **Local and Regional Transportation Efficiencies:** Promote opportunities for transit use and alternative modes of transportation including improved rail, bus, high occupancy (HOV) systems, and ferry services as well as enhanced walking and biking. Increase connectivity between and strengthen alternative modes of transportation, including improved rail, bus, ride share and ferry services as well as walking and biking. Promote investments that adequately maintain the existing transportation system and improve the efficiency of transportation infrastructure.
- **Infrastructure Investments:** Improve and maintain existing infrastructure and support future investments that promote smart growth, including water and land recycling, brownfield cleanup and re-use, multi-use and school facilities, smart building codes, retention of historic character and resources, and educational improvements.
- **Local Government Fiscal Health:** Improve the fiscal health of local government by promoting stable and secure revenue sources, reduced service provision costs through smart growth targeted infrastructure improvement, and state and regional sponsored fiscal incentives. Support cooperative efforts among local jurisdictions to address housing and commercial development, infrastructure costs, and provision of services.
- **Cooperation on Smart Growth Policies:** Encourage local governments, stakeholders, and other constituents in the Bay Area to cooperate in supporting actions consistent with the adopted Smart Growth policies. Forge cooperative relationships with governments and stakeholders in surrounding regions to support actions that will lead to inter-regional Smart Growth benefits.

The proposed project is an infill mixed-use project that would locate housing, employment opportunities, retail, civic uses, entertainment, and a Transit Center within a compact and focused destination. The proposed project would also be located adjacent to the Iron Horse Trail, a regional Class I bicycle/pedestrian facility. The proposed project's residential component contains inclusionary affordable housing for households making below median income. As an infill project in an existing urbanized area, the project reuses existing urban land and infrastructure and avoids greenfield development and the need to extend urban infrastructure into undeveloped areas. The proposed project is a public-private effort that minimizes the fiscal burden on local government, while

providing new sources of tax revenue to support local services. The City of San Ramon is actively seeking a Priority Development Area designation for the City Center project area as part of the ABAG's Regional "Focusing Our Vision" effort. The program encourages smart growth principles, many of which have been incorporated into the proposed project.

The proposed project is consistent with a number of these smart growth policies. The proposed project is an infill mixed-use project that would locate housing, employment opportunities, retail, civic uses, and entertainment in a single destination. The proposed project would also contain a transit center and be located adjacent to the Iron Horse Trail, a regional Class I bicycle/pedestrian facility. The proposed project's residential component contains inclusionary affordable housing for households making below median income. As an infill project in an existing urbanized area, the project reuses existing urban land and infrastructure and avoids greenfield development and the need to extend urban infrastructure into undeveloped areas. The proposed project is a public-private effort that minimizes the fiscal burden on local government, while also providing new sources of tax revenue.

In addition, to its consistency with smart growth policies, the proposed project would incorporate a variety of design features intended to promote sustainability through trip reduction and energy and water conservation. These features are listed by category.

### ***Trip Reduction***

- Inclusion of a Transit Center that would be served by County Connection bus service, which would provide service to local communities and the Dublin/Pleasanton and Walnut Creek BART stations
- Creating a pedestrian-oriented environment in the Plaza District by limiting parking to on-street spaces and parking structures; no off-street parking would be provided in front of Plaza District buildings, thereby enhancing pedestrian safety and mobility
- Developing high-density residential uses in the Plaza District within walking or biking distance of employment centers (Bishop Ranch Business Park), commercial retail centers (Plaza District retail, The Shops at Bishop Ranch, The Market Place), and public facilities (City Hall, Transit Center, Library, Central Park, and San Ramon Community Center)
- Direct "crow flies" pedestrian and bicycle connections to the Iron Horse Trail from the Plaza District and Bishop Ranch 1A
- Pedestrian connections to surrounding land uses, including The Shops at Bishop Ranch, Bishop Ranch 1, Bishop Ranch 3, Chevron Park, and the AT&T campus
- Extension of Bishop Drive Class II bicycle facilities from Sunset Drive to Bollinger Canyon Road
- Bicycle storage facilities in convenient and secure locations

### **Energy and Water Conservation**

- A recycled water system for landscape irrigation that eliminates the need to use potable water for outdoor watering
- Extensive use of glass windows in all project components, particularly in upper floors, to promote natural day lighting of interior areas to reduce the need for lighting
- Automated occupancy sensors in structures that automatically shut off lights when rooms are unoccupied
- Participation in PG&E energy efficiency rebate programs (e.g., air conditioning, gas heating, refrigeration, and lighting)
- High-efficiency clothes washers and dishwashing machines to reduce energy and water consumption
- Re-circulating hot water systems to reduce the need to heat water
- Tankless hot water heaters that reduce water consumption
- Green roofs that capture stormwater runoff during the rainy season and keep building interiors cool during warmer months
- Bioswales that promote percolation of stormwater runoff and reduce the need for pumping stormwater through a conveyance system
- Evapotranspiration-based water controllers that adjusts outdoor irrigation in response to weather conditions
- Water budgets for landscape irrigation to monitor and regulate outdoor water usage
- High efficiency toilets in non-residential buildings to reduce water usage

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### **3.3 - Project Objectives**

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The objectives of the proposed project are as follows:

- Strengthen San Ramon and Bishop Ranch with a vibrant mix of complementary uses including retail, residential, office, hotel, and civic
- Develop a new, vital neighborhood for living, working, shopping, dining, entertaining, learning, and gathering
- Create new, beautiful, landscaped public spaces to accommodate community and cultural events
- Replace the outdated and undersized current City offices and Council Chamber with a new municipal campus with modern, adequately-sized facilities to serve the ever-increasing demands of planned growth in San Ramon

- Enhance the public safety in San Ramon through the provision of a state-of-the-art Police Department headquarters
- Improve the delivery and quality of library services to San Ramon residents through the provision of a larger, technologically advanced library
- Increase mobility, reduce greenhouse gas emissions, and promote energy conservation in San Ramon, Bishop Ranch, and the proposed project through the inclusion of a Transit Center that would serve as a convenient, centralized location for public transit providers
- Capitalize on the proposed project's adjacency to the Iron Horse Trail to promote the use of pedestrian and bicycle modes of transportation and encourage trip and greenhouse gas reduction and energy conservation
- Encourage trip and greenhouse gas reduction and energy conservation throughout San Ramon, Bishop Ranch, and the proposed project through the siting of residential and office uses near shopping, dining, and entertainment
- Establish public improvements, including landscaped sidewalks, plazas, and pedestrian connections; streets; parking structures; and a new "ring road" extending Bishop Drive to Bollinger Canyon Road
- Add new experiences at Bishop Ranch and to the San Ramon community, including a five-star hotel, an art-screen cinema, new gourmet restaurants, and destination retail attractions
- Include high-quality, high-density housing in a mixed-use setting to increase the diversity of housing opportunities in San Ramon and provide a type of housing option that is not currently available to local residents
- Use high -quality architecture and landscaping consistent with the style of Bishop Ranch that will maintain and enhance the aesthetic character of the City of San Ramon
- Maximize roadway safety through the provision of multiple vehicular ingress and egress opportunities to the proposed project internal roadways and parking facilities and improvements to the surrounding circulation system
- Create increased new property and sales taxes annually, in perpetuity, for the City of San Ramon, and increased annual property taxes for Contra Costa County and various other local government agencies
- Increase property values throughout San Ramon and the San Ramon Valley
- Reduce regional freeway impacts resulting from dependency on regional urban centers to meet retail and entertainment needs by encouraging mixed use and infill development with localized entertainment and retail opportunities

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### 3.4 - Intended Uses of This Draft EIR

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This DSEIR is being prepared by the City of San Ramon to assess the potential environmental impacts that may arise in connection with actions related to implementation of the proposed project. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15367, the City of San Ramon is the lead agency for the proposed project and has discretionary authority over the proposed project and project approvals. The DSEIR is intended to address all public infrastructure improvements and all future development that are within the parameters of the proposed project.

#### 3.4.1 - Discretionary and Ministerial Actions

As identified previously, discretionary approvals and permits are required by the City for implementation of the proposed project. The project application would require a number of discretionary approvals and actions, including:

- Vesting Tentative and Final Map(s)
- Development Plan and Development Plan Amendment (Amendment to City DP-00-300-001)
- Development Agreement Amendments (Fifth Amendment to City/Sunset Annexation and Development Agreement; Third Amendment to City/Chevron [Sunset Assumption] Annexation and Development Agreement)
- Conditional Use Permits for Hotel and Cinema uses
- Minor Use Permits (e.g., alcohol beverage service, outdoor seating, parking garages, etc.)
- Architectural Review
- Major /Minor Subdivisions
- Lot Line Adjustment
- Exercising Options for Land Acquisition (e.g., roadway improvements)

The project application would require a number of ministerial approvals and actions, including:

- Demolition Permits
- Encroachment Permits
- Site Development Permits
- Grading Permits
- Building Permits
- Occupancy Permits
- Utility Relocation

### 3.4.2 - Responsible and Trustee Agencies

A number of other agencies in addition to the City of San Ramon will serve as Responsible and Trustee Agencies, pursuant to CEQA Guidelines Sections 15381 and 15386, respectively. This DSEIR will provide environmental information to these agencies and other public agencies, which may be required to grant approvals or coordinate with as part of project implementation. These agencies may include, but are not limited to, the following:

- U.S. Fish and Wildlife Service
- California Department of Fish and Game
- California Department of Transportation
- San Francisco Regional Water Quality Control Board
- East Bay Municipal Utility District
- Central Contra Costa Sanitary District
- Dublin San Ramon Services District/East Bay Municipal Utility District Recycled Water Authority
- Bay Area Air Quality Management District

Other actions that must be taken by other agencies necessary to implement the project are:

- **Obtain Road Easements, Right-of-Entry, and Permits.** The project would require road easements and a right-of-entry permit (through an encroachment permit) for road improvements on Bollinger Canyon Road, Camino Ramon, Bishop Drive, Sunset Drive, the Bishop Ranch 1 East roadway, and the Bishop Ranch 1 entrance road. This encroachment permit would be obtained from the City of San Ramon Engineering Department.
- **Obtain Coverage Under the General Construction Permit.** Project construction would require coverage under the General Construction Permit issued to the State Water Resources Control Board and administered locally by the San Francisco Regional Water Quality Control Board (RWQCB). A Storm Water Pollution Prevention Plan must be submitted in order to obtain the permit. The RWQCB would act as a CEQA responsible agency.
- **Obtain Approval of a Water Quality Management Plan.** The project would require a water quality management plan that identifies Best Management Practices (BMPs) and Operations and Maintenance procedures that would ensure that runoff discharge from the project site does not degrade downstream water bodies.

