

APPENDIX A: GOALS AND POLICIES SUMMARY

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GOALS AND POLICIES SUMMARY

Chapter 3

Goal VIS-1: Create an identifiable district with a unique sense of place.

Policy VIS-1.1: Plan for an integrated system of public spaces, transit and sidewalks to promote walkability and connectivity with a focus on the Central Commons, integrated landscape and site amenities.

Policy VIS-1.2: Encourage a compatible mix of uses, connectivity and architectural and visual diversity through the Specific Plan Development Standards and Architectural Guidelines.

Policy VIS-1.3: Develop a Public Art Program and funding mechanism for the Specific Plan area.

The Specific Plan's Public Art Program is intended to be an extension of the existing Art in Public Places program. The purpose of this policy is to encourage a comprehensive public art program for the Specific Plan area. The Specific Plan public art program would look at ways to coordinate existing and proposed public art throughout the Plan Area by identifying potential high profile locations, public spaces and art themes unique to the proposed Specific Plan vision and proposed developments. Implementation of this focused Public Art Program would rely on the existing Art in Public Spaces guiding procedures and be subject to the approval of the Arts Advisory Committee through the standard review process. A fee program for funding public art may be considered as part of a proposed benefit district provided the outcome meets the requirement of the Art in Public Spaces Program. Any coordinated fee program would be subject to the Arts Advisory Committee and City approval. Public art requirements shall not be credited toward or used to satisfy park dedication requirements.

Goal VIS-2: Increase economic vitality, employment opportunities and social activity within the Specific Plan Area through a mix of commercial, residential and public space uses.

Policy VIS-2.1: Broaden the range of commercial building types in San Ramon by encouraging a variety of commercial, restaurant and retail uses to locate in the Specific Plan Area.

New development in the specific plan area is intended to be complementary to the City Center project and Crow Canyon Specific Plan.

Policy VIS-2.2: Integrate larger floor plate uses into the pedestrian environment of the Specific Plan Area by ensuring that development applications are strongly supportive of internal pedestrian movements, and provide smooth pedestrian and

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landscape linkages to existing and anticipated surrounding development.

Encourage larger floor plate retail uses to be designed with the visual appearance of an aggregation of smaller building forms that are sympathetic to the smaller scale retail and residential uses envisioned for the specific plan area. Require landscape buffers between larger floor plate uses and residential uses.

Policy VIS-2.3: Encourage vertical and horizontal mixed use projects throughout the Specific Plan Area with integrated ground floor commercial uses in residential projects, live-work residential units and other support services.

Encourage the integration of childcare facilities into the Specific Plan Area.

Policy VIS-2.4: Encourage restaurant, cultural, and educational uses within the specific Plan Area to attract evening and weekend users.

Policy VIS-2.5: Provide opportunities for increased development density in the specific plan area by encouraging consolidation of existing development into larger development parcels that can take advantage of the higher Floor Area Ratio and mix of uses allowed under the Specific Plan.

Encourage parking to be located below grade, on building roofs, and in parking structures to free up land for additional development and public spaces. Promote the joint utilization of parking resources through shared public garages, in-lieu fees, development agreements and other feasible financing or development strategies.

Policy VIS-2.5: Required an economic analysis for new development projects to demonstrate that the proposed development is consistent with the economic goals of the Specific Plan and City.

The economic analysis is intended to ensure that the decision makers have the information necessary to make an informed decision regarding the project's economic impacts and should include information about the economic benefit and cost to the City. Additional information regarding any funding mechanism or assumptions that will supplement the cost of City services should also be included.

Policy VIS-2.6: Pursue new or modify existing revenue sources to ensure proposed development projects provide adequate funding to support the proportionate demand for City Services.

The determination of adequate funding of services is subject to City approval which can be demonstrated through a combination of revenue generation to the City including but not limited to taxes, benefit/assessment districts, private facilities/service providers and where appropriate modifications to tax sharing agreements. At a minimum, the funding level of services is expected to be consistent with the service levels in the surrounding areas and generally consistent with Citywide standards.

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Goal VIS-3: Provide for a variety of housing products in the Planning Area to serve the existing and future housing needs of San Ramon residents.

Policy VIS-3.1: Encourage residential development to serve existing and anticipated employment base in and adjacent to the Plan Area.

Housing for employees within walking distance of major employment centers including Bishop Ranch, PG&E, and the San Ramon Regional Medical Center should be encouraged.

Policy VIS-3.2: Encourage residential development to serve special needs user groups within the Plan Area.

Housing for Senior and disabled persons in close proximity to transit and essential services should be encouraged.

Policy VIS-3.3: Limit the number of residential units to a maximum of 1,124 units within the Specific Plan Area.

Policy VIS-3.5: Require each residential project to provide a minimum of 25% of the units as affordable workforce housing, 15% must-build and up to 10% of the workforce housing requirement may be met with the payment of an in-lieu fee unless an alternative affordable housing program demonstrating public benefit is approved by a Development Agreement or detailed Affordable Housing Agreement.

The goal of the policy is to achieve the minimum 15% must-build requirement for affordable housing. Allowing an alternative affordable housing program is recognition that each projects has unique circumstances and is consistent with General Plan Implementation Policy 11.1-I-4 that allows the City to negotiated for appropriate affordable housing units based on the project conditions and type of housing units.

Policy VIS-3.6: Consider density bonuses of up to a maximum Floor Area Ratio of 1.25 for projects that provide more than the City's required percentage of workforce housing and other community benefits.

Policy VIS-3.7: Allow separate but contiguous properties under a common ownership to build at higher or lower densities so long as their average density for the project as a whole falls between the allowable minimum and maximum densities and Floor Area Ratios.

Chapter 4

Goal LAND -1: Provide land use framework to encourage a mix and variety of complementary operational and economic uses that builds on the existing land uses and is consistent with future vision for the Specific Plan.

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Policy LAND -1.1: Develop criteria for interim uses and allow for the continued use of existing properties until such time as new development is proposed.

Policy LAND -1.2: Encourage site improvement and upgrading of the visual appearance of existing structures, parking lots, landscaping, and signage associated with existing development and continuation of interim uses.

Policy LAND -1.3: Encourage new project investment and reinvestment in existing properties through development incentives such as increased FAR, Density Pool/bonuses, shared parking resources and other appropriate measures.

Goal PRK-1: Manage parking resources to encourage pedestrian activity, reduce development costs and ensure adequate and efficient parking within the Plan Area.

Policy PRK-1.1: Establish a Parking District encompassing the properties within Development Block D that allows for reduced off-street parking requirements with participation in the Parking District's in-lieu parking program.

Policy PRK-1.2: Encourage the assemblage of land and construct a shared parking garage in Development Block D funded through a combination of City funds and developer participation in an in-lieu parking program.

Policy PRK-1.3: Explore public/private partnerships to construct joint use parking facilities to include parking for the relocated Transit Center.

Policy PRK-1.4: Allow on-street parking wherever safe and feasible.

On-street parking along development parcel boundaries to be credited against the minimum parking requirement.

Policy PRK-1.5: Eliminate residential guest parking requirements within the Mixed Use Core (Block D) and on a case-by-case basis elsewhere in the Plan Area where substantial on-street and/or other publicly accessible parking is available.

Policy PRK-1.6: Allow tandem parking for multifamily residential units and other residential and commercial developments (employee parking) when no other practical alternatives exist.

Policy PRK-1.7: Encourage residential development to provide "unbundled" parking (i.e., parking spaces offered and priced separately from unit sale or lease rates). Unbundled parking spaces may be credited against the minimum parking requirement.

Consider incentives for car-sharing including dedication of off-street parking in Development Block D as preferred parking. "Car-sharing" means a service that provides an integrated network of neighborhood-based automobiles available only to members by reservation for periods as short as one hour. Development has the option of providing car-sharing spaces in the public garage through participation in the Parking District's in-lieu parking program.

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Policy PRK-1.8: Require a Land Use Permit to allow development to provide more parking than the maximum specified in Table 4.4.

Policy PRK-1.9: Encourage efficient structured off-street parking to minimize the development footprint of dedicated parking areas through the use of parking decks, underground parking, podium parking and other types of parking facilities.

Policy PRK-1.10: Encourage all required off-street parking stalls to be efficient in design and use of space and consider the use of specialized parking systems.

Specialized parking systems include, but are not limited to vehicles stored and accessed by attendant parking, mechanical stacker, car-share programs or lifts, or similar space-efficient means. Specialized parking systems do not include those stalls specifically designated for persons with disabilities, unless deemed to be compliant.

Chapter 5

Goal PSP-1: Provide adequate, appropriate and high quality integrated system public spaces to serve shoppers, employees and residents.

Policy PSP-1.1: Provide public spaces organized around the Central Commons public spaces element and intended to meet the active and passive recreation needs of the Community.

Policy PSP-1.2: Design all street rights-of-way and sidewalks as a part of the usable public realm and encourage the uses for “Flex Zones” associated with new development.

Encourage wide sidewalks in areas where substantial pedestrian traffic is anticipated. Additionally, Flex Zones for sidewalks encourage a wide variety of visually interesting uses along all streets and provide a multitude of opportunities for active and passive activities. Street right-of-way improvements, landscaping and Flex Zones do not satisfy the park dedication requirements for the City. Additional discussion on Flex Zones is provided in Chapter 6: Development Standards related to street and sidewalk design.

Policy PSP-1.3: Require specialized paving, landscaping, and street furnishings to encouraging shoppers, employees, and residents to utilize the sidewalks as a part of their daily active and passive recreation, entertainment, and social networking.

Policy PSP-1.4: Prepare and adopt a streamlined sidewalk permit process to encourage sidewalk dining and other activities for local businesses.

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Policy PSP-1.5: Encourage public and semipublic parks, public spaces, pedestrian paseos, and other small scale amenities spread throughout the Plan Area.

Semipublic Parks and Public Spaces are privately owned and maintained facilities that offer the same or similar amenities as public Parks and Public Spaces while offering user benefits to the property owner and community at large.

Policy PSP-1.6: Require on and off-site Public and Semipublic active and passive recreational amenities as part of residential projects.

Dedication of land or the payment of in-lieu park fees shall be considered for improvement of active and passive recreational amenities to meet the needs of Plan Area residents consistent with General Plan Policy 6.5-I-5. The decision to require land dedication or to accept in-lieu fees is solely at the discretion of the City.

The Park and Public Spaces component of the Plan Area is envisioned as a combination of public and semipublic spaces and facilities. Dedication credit may be considered for improvement of public Park and Public Spaces consistent with General Plan Policy 6.5-I-19 and at the discretion of the City, when deemed to be critical for the implementation of the Park and Public Spaces component of the Plan.

The City's current emphasis is to address all park dedication requirements by obtaining land or collection of fees for the park fund; however, there may be future opportunities for mutually beneficial joint use of Semipublic Park and Public Space amenities. It is anticipated that Semipublic Park and Public Space amenities will be privately maintained by the property owner(s), Homeowners' Association or an established benefit or landscape district. Based on the merit of a Semipublic Park and Public Space proposal and potential benefit to the public at large such proposals may be considered for a partial dedication fee credit solely at the discretion of the City. Any partial fee credit for Semipublic Park and Public Spaces shall be subject to an improvement agreement outlining the terms of use, ongoing maintenance responsibilities and assurance of public access. Semipublic Park and Public Space amenities shall not be used to satisfy street and right-of-way improvement and dedication requirements.

Goal PSP-2: Create a Public Space and infrastructure framework that encourages walking and biking.

Policy PSP-2.1: Require alternative routes such as paseo and pedestrian/bicycle paths to conveniently move from one area to another.

Policy PSP-2.2: Encourage "park once and walk" shopping patterns through land use approvals and a comprehensive Parking Management Program.

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Wide sidewalks along all significant pedestrian routes that include extensive landscaping and active ground floor uses such as retail shops, commercial service stores, restaurants, and cafes make the pedestrian experience more enjoyable and support park and walk concepts. Additional information on the parking management program is provided in Chapter 8: Circulation and Transportation.

Policy PSP-2.3: Provide for strong pedestrian and bicycle linkages between the Mixed Use Core and the Iron Horse Trail.

Policy PSP-2.4: Work with the East Bay Regional Park District (EBRPD) to enhance the access and usability of the Iron Horse Trail.

Implementation of a pedestrian and bicycle bridge over Crow Canyon Road consistent with the Iron Horse Trail Corridor Concept Plan will further improve pedestrian connectivity.

Policy PSP-2.5: Establish a comprehensive way-finding program to direct vehicular traffic to parking resources and assist pedestrian/bicyclist in finding their destinations.

Chapter 8

Goal CIR-1: Maintain the core elements of the existing circulation system and expand the street system to improve connectivity throughout the Plan Area.

Policy CIR-1.1: Establish north/south connectors within the Mixed Use Core area by extending Crow Canyon Place and constructing The Commons to link Crow Canyon Road to Norris Canyon Road.

Encourage vehicular access to the Mixed Use Core and Destination Retail parcels adjacent to I-680 and Provide direct access between Crow Canyon Road and The Commons when Block D1 is redeveloped.

Policy CIR-1.2: Establish a plan line that identifies the required dedication of right-of-way for new streets consistent with the Specific Plan circulation diagram. Allow flexibility in the alignment of new east-west streets (Streets A, B, C, D, E and F) to accommodate larger parcels and phasing if necessary.

- Require development in the Mixed Use Core (Block D) to dedicate the right-of-way to implement The Commons and east-west local streets in a pedestrian-scaled block pattern with block length limited to a maximum of 400 feet when possible.
- Work with property owners to publicly acquire the land identified for a public parking structure and an easement for vehicular access from Camino Ramon.

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- Work with property owners and consider the feasibility of establishing a Community Facilities District to finance the new streets, traffic signals, and other improvements within the public right-of-way within the Plan Area.
- Encourage development to utilize the density pool benefit to fund construction of the core transportation infrastructure.
- Ensure that the initial development is served by at least two points of access for emergency response.

Core transportation elements are those parts of the circulation system that must be in place for safety and basic functions such as access to properties internal to the plan area, emergency access, and fundamental pedestrian and bicycle elements to allow safe travel by non-motorized modes. Core elements are either implemented by the City in advance of development or implemented by the first developments. A potential City TIF fee credit may be available for implementing core transportation infrastructure within the Specific Plan Area.

Goal CIR-2: Maintain the City's General Plan level of service (LOS) objectives at build-out of the Specific Plan area.

Policy CIR-2.1: Assess peak hour traffic generation and LOS from new development and implement road way improvement projects as necessary to maintain acceptable LOS levels.

To provide this flexibility while accommodating traffic generated by development of the Specific Plan, a vehicular Trip Budget has been established to monitor development over the broader Plan Area. A Total of 49,250 daily, 1,855 AM and 4,156 PM Peak Hour trips have been established for build out of the Plan Area. The trip budgets will be used in evaluating individual development proposals for consistency.

The City of San Ramon General Plan also includes programmed roadway improvements to respond to LOS needs citywide including improvement related to the Specific Plan Area.

Policy CIR-2.2: Continue to participate and evaluate efforts by the Contra Costa Transportation Authority and Caltrans to implement the High Occupancy Vehicle (HOV) interchange at I-680/Norris Canyon Road.

The General Plan and the Tri-Valley Transportation Plan/Action Plan includes the construction of a High Occupancy Vehicle (HOV) on and off ramp at Norris Canyon Road where it crosses I-680. This programmed improvement is intended to facilitate regional commuting by transit and car /vanpooling and could support the relocation of the existing Transit Center at Executive Parkway to the Norris Canyon Road within the Plan Area.

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Goal TRAN-1: Increase transit ridership and improve access to transit throughout the Specific Plan Area.

Policy TRAN -1.1: Develop a bus stop prioritization system that defines an increasing level of amenity based on location and transit ridership levels.

The bus stop prioritization system contemplates an urban design theme for bus stops and amenities based on prioritization level. The inventory and prioritization of existing and future bus stop locations will require new development to construct the stops with associated level of amenities necessary to serve the proposed development.

Policy TRAN -1.2: Work with the Contra Costa County Transit Authority (CCCTA) to:

- Relocate the San Ramon Transit Center to the Specific Plan Area when warranted by Plan Area need.
- Coordinate the design of the relocated Transit Center to meet current and future needs for the Plan Area.
- Revise bus routes and stops to serve the needs of the Specific Plan Area both before and after relocation of the transit center.
- Identify funding sources for the transit center relocation and transit stop amenities including requiring new development to fund/construct transit facilities and related improvements.

Goal TRAN-2: Provide for the transportation needs of transit riders and the transit-dependent, while reducing the impacts from traffic, parking, vehicle emissions and noise.

Policy TRAN-2.1: Increase the range of transit services to accommodate riders with unique needs.

Transit services should consider the need for commuter and express routes, seniors and disable persons programs as well as school access programs.

Policy TRAN -2.2: Encourage major employers to provide shuttle services to and from regional transit facilities and transit rider amenities.

Policy TRAN -2.3: Encourage CCCTA, major employers, residential complexes, and major activity centers to partner and share in the cost of customized fixed-route and demand responsive transit services between the Plan Area, major destinations and transit nodes.

Policy TRAN -2.4: Provide parking spaces at public parking facilities and the relocated Transit Center for shuttle vehicles.

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Policy TRAN -2.5: Improve and expand transit service to accommodate an increase in residents commuting out of the Specific Plan Area and an increase in off-peak demand for transit service to shopping, education, recreation and cultural destinations.

Goal TDM-1: Reduce Vehicle Miles Traveled and peak hour traffic demand to reduce GHG emissions and the need for capital projects to increase roadway capacity.

Policy TDM-1.1: Encourage the inclusion of Transportation Demand Management (TDM) programs in the early planning stages of development and as part of the individual project approval process.

Encourage state-of-the-art and innovative TDM strategies (i.e. Bus Rapid Transit, shuttle service, mobile applications, real-time ride matches, smart grid technology, etc) and assess their effectiveness in achieving trip generation reduction goals.

Encourage car-sharing programs for employees and residents of the Plan Area including incentives such as parking reduction, reserved parking spaces in public parking structures, private parking areas, and strategic on-street locations.

Policy TDM-1.2: Establish procedural guidance and technical support for the private formation, funding and operation of a Transportation Management Association (TMA) serving the plan area.

Ensure that City staff has advisory representation on the TMA related to TDM program decisions, and performance monitoring.

Goal PBC-1: Increase the number of trips made by walking and bicycling and improve pedestrian and bicycle safety, connectivity and convenience within the Specific Plan and surrounding area.

Policy PBC-1.1: Implement planned signalized pedestrian and bicycle crossings concurrent with redevelopment in the Norris Canyon Road corridor and other major Plan Area access points.

Policy PBC-1.2: Implement pedestrian and bicycle crossings on Crow Canyon Place and the Commons at all intersections with east-west streets.

When pedestrian crossings are provided at stop-controlled intersections on multi-lane arterial streets, a refuge island in the median, high visibility ladder style crosswalk markings, crosswalk illuminations and advance warning signs are recommended.

Policy PBC-1.3: Improve pedestrian and bicycle safety and comfort through a combination of appropriate engineering practices, architectural and urban

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design features, landscaping, and physical and visual cues to create a self-enforcing slow (25 mph) driving environment on local streets.

Policy PBC-1.4: Connect to, and expand the City's existing pedestrian and bicycle facilities and trail network so that all of the Specific Plan Area is accessible.

Goal PBC-1: Increase the number of trips made by walking and bicycling and improve pedestrian and bicycle safety, connectivity and convenience within the Specific Plan and surrounding area.

Policy PBC-1.1: Implement planned signalized pedestrian and bicycle crossings concurrent with redevelopment in the Norris Canyon Road corridor and other major Plan Area access points.

Policy PBC-1.2: Implement pedestrian and bicycle crossings on Crow Canyon Place and the Commons at all intersections with east-west streets.

When pedestrian crossings are provided at stop-controlled intersections on multi-lane arterial streets, a refuge island in the median, high visibility ladder style crosswalk markings, crosswalk illuminations and advance warning signs are recommended.

Policy PBC-1.3: Improve pedestrian and bicycle safety and comfort through a combination of appropriate engineering practices, architectural and urban design features, landscaping, and physical and visual cues to create a self-enforcing slow (25 mph) driving environment on local streets.

Policy PBC-1.4: Connect to, and expand the City's existing pedestrian and bicycle facilities and trail network so that all of the Specific Plan Area is accessible.

Policy PBC-1.5: Improve bicycle and pedestrian access to and from the Iron Horse Trail by providing access to schools, parks and public spaces both inside and outside the Plan Area and a direct paved connection from the center of the Plan Area.

Implement a multi-use trail connecting the Central Commons to the Iron Horse Trail to provide a non-street linkage to the regional trail system. Additional opportunities should be explored to improve east-west bicycle connectivity between the Plan Area and other parts of the City.

Policy PBC-1.6: Pursue funding opportunities to implement the proposed trail overcrossings of Crow Canyon and Bollinger Canyon Roads.

Policy PBC-1.7: Work with EBRPD, Contra Costa County and adjacent property owners to pursue pedestrian improvements, access point improvements and site amenities along the Iron Horse Trail corridor.

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Policy PBC -1.8: Integrate pedestrian and bicycle furnishings/facilities (e.g. public seating, bicycle racks, drinking fountains, etc), and other site amenities into all sidewalk, park, public spaces and development projects.

Where feasible, require new development to construct planned pedestrian and bicycle facilities (including bicycle parking) and amenities along the route to the nearest transit stop.

Policy PBC-1.9: Encourage travel to the Specific Plan Area by cyclists by strengthening the bicycle parking requirements to include secure parking in the form of lockers, racks and/or cages within structures, attended bike parking, indoor bike parking and bike share programs where feasible.

Explore the use of incentives for development to provide locker rooms with showers and additional secure bicycle parking facilities. Incentives may include credits on traffic mitigation fees or an increase in the development's individual trip generation budget allowing for a higher density or intensity project.

Chapter 9

Goal UTL-1: Provide a safe and adequate supply of water for the development of the Specific Plan Area.

Policy UTL-1.1: Incorporate water conservation and low impact development Best Management Practices (BMPs) into all public improvement and private development projects in the specific plan area.

Policy UTL-1.2: Incorporate drought resistant landscaping, low volume irrigation systems, and the use of recycled water into the landscaping plans for all public improvement and private development projects.

All new development projects are required to demonstrate compliance with MWELo and EBMUD requirement for water efficient landscapes.

Goal UTL-2: Provide adequate sanitary sewer services for development of the Specific Plan Area.

Policy UTL-2.1: Connect new projects to the sanitary sewer system and require system improvements where necessary when triggered by proposed development.

Consider the use of improvement agreement to address necessary off sited improvements associated with phased development.

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Policy UTL-2.2: Require restaurants and other uses with specialized sewer demands to implement Best Management Practices (BMPs) such as grease interceptors and or rain shut off devices as required by the service provider and C-3 stormwater requirements to minimize impacts to the sanitary sewer system.

All new public improvement and private development projects within the Plan Area shall be designed to avoid rain water and ground water runoff from entering the sanitary sewer system in order to maximize sewer capacity and minimize the cost of wastewater treatment.

Goal UTL-3: Reduce the quantity of solid waste generated in the specific plan area through increased recycling.

Policy UTL-3.1: Require new development to provide adequate interior and exterior facilities for the collection and storage of recyclable solid waste.

Policy UTL-3.2: Incorporate separate recyclable waste containers into pedestrian walkways within the specific plan area.

Goal UTL-4: Provide adequate storm drainage for the development of the Specific Plan Area.

Policy UTL-4.1: Require public and private projects to implement Stormwater Best Management Practices (BMP's) on a project by project basis including, but not limited to:

- Minimize increases in the amount of impermeable surfaces in new development.
- Encourage the utilization of vegetated roofs (green roofs) in new development.
- Encourage the use of permeable paving for parking lot and landscape paving.
- Encourage the utilization of rainwater capture systems in new development.

Incorporate bio-retention landscaping into the design of all public improvement and private development streets and surface parking lot projects.

Goal UTL-5: Conserve energy associated with new and existing development within the Specific Plan Area.

Policy UTL-5.1: Require new residential and commercial development to demonstrate compliance with the San Ramon Climate Action Plan's Energy Conservation and Alternative Energy strategies including, but not limited to:

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- Encourage LEED certification or other project rating system as a tool for quantifying a project energy use and programmed reductions.
- Encourage the use of photovoltaic panels for new development.
- Evaluate the potential for incorporating photovoltaic panels on the roof of the public parking structure.
- Reduce the energy used in the transport and treatment of water through water conservation and sustainable design.

Policy UTL-5.2: Require new residential and commercial development to demonstrate a 15% increase in energy efficiency when compared to Title 24 standards.

Energy reductions above T-24, in addition to saving on energy costs, will count toward meeting the required GHG's reductions associated with energy production as defined in the San Ramon Climate Action Plan and consistent with AB 32.

Chapter 10

Goal PF-1: Create an integrated public spaces network to visually enhance the specific plan area and provide recreation opportunities for residents, shoppers, and employees.

Policy PF-1.1: Construct park and public space components consistent with the Specific Plan Vision and Chapter 5: Public Spaces.

Policy PF-1.2: Consider public/private partnerships to construct the public spaces network including landscaped pedestrian and bicycle links within the Plan Area.

Policy PF-1.3: Condition residential development in the planning area to provide public space amenities and/or on-site recreation facilities for their residents.

Policy PF-1.4: Require land dedication and/or park fees consistent with the City's Parkland Dedication requirement for new residential development in the Planning Area for the implementation of the Park and Public Spaces component of the Plan or other identified and related Parks Master Plan improvements.

The General Plan establishes the park and recreation goals, while the Subdivision Ordinance specifies the procedures for determining the number of people added by a proposed project and the corresponding Parkland Dedication requirement. In-lieu fees may be considered for Parkland Dedication based on the characteristics of the project and needs of the City. The Plan Area Public

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Space realm is envisioned as a combination of public and semipublic spaces and facilities; however, not all spaces will qualify to satisfy the Parkland Dedication requirements.

The City's current emphasis to address all park dedication requirements by obtaining land or collection of fees for the park fund; however, there may be future opportunities for mutually beneficial joint use of Semipublic Park and Public Space amenities. It is anticipated that Semipublic Park and Public Space amenities will be privately maintained by the property owner(s), Homeowners' Association or an established benefit or landscape district. Based on the merit of a Semipublic Park and Public Space proposal and potential benefit to the public at large, such proposals may be considered for a partial dedication fee credit solely at the discretion of the City. Any partial fee credit for Semipublic Park and Public Spaces shall be subject to an improvement agreement outlining the terms of use, ongoing maintenance responsibilities and assurance of public access. Semipublic Park and Public Space amenities shall not be used to satisfy street and right-of-way improvement and dedication requirements. See Parkland Dedication and Fee discussion in Chapter 11-Implementation.

Goal PF-2: Insure that the Specific Plan area is supplied with appropriate fire protection services, including adequate fire stations and maneuverable streets.

Policy PF-2.1: Work with the San Ramon Valley Fire Protection District to ensure that proposed development comply with district standards for design and response

- Require all streets to provide a minimum circulation width of 20 feet plus a minimum 8 foot width for any adjacent parking lanes.
- Require building over 30 feet to comply with State Fire Code Aerial Fire Apparatus Access Standards or an alternative compliance standard as approved by the Fire District.

Policy PF-2.2: Work with the San Ramon Valley Fire Protection District to update emergency and disaster response plans to take into account the new types of mixed use development.

Goal PF-3: Ensure that the Specific Plan area is supplied with appropriate police protection services.

Policy PF-3.1: Provide police staff and equipment necessary to provide an adequate level of service.

Policy PF-3.2: Provide a substation space within the planning area to support the City's community policing program.

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Goal PF-4: Ensure that public schools need of residents of the Specific Plan area can be met.

Policy PF-4.1: Coordinate new development proposals with San Ramon Valley Unified School District to ensure adequate school facilities exist.