

**NORTH CAMINO RAMON SPECIFIC PLAN  
SAN RAMON, CALIFORNIA**

**Current Conditions  
and  
Alternatives Identification**

**November 19, 2009**



**CANNON DESIGN GROUP**

Architecture Planning Urban Design

**KEYSER MARSTON ASSOCIATES**

Real Estate Economics

**KIMLEY-HORN AND ASSOCIATES**

Transportation Planning

**RUGGERI-JENSEN-AZAR & ASSOCIATES**

Civil Infrastructure Planning

**MICHAEL BRANDMAN ASSOCIATES**

Environmental Impact Assessment

## **PLANNING TEAM**

### **CANNON DESIGN GROUP**

#### **Architecture . Planning . Urban Design**

180 Harbor Drive  
Suite 219  
Sausalito, CA 94965  
(415) 331-3795  
Contact: Larry Cannon

### **MICHAEL BRANDMAN ASSOCIATES**

#### **Environmental Impact Assessment**

2633 Camino Ramon  
Suite 460  
San Ramon, CA 94583  
(925) 830-2733  
Contact: Jason Brandman  
Grant Gruber

### **KEYSER MARSTON ASSOCIATES**

#### **Real Estate Economics**

55 Pacific Avenue Mall  
San Francisco, CA 94111  
(415) 398-3050  
Contact: Tim Kelly

### **KIMLEY-HORN AND ASSOCIATES**

#### **Transportation Planning**

6130 Stoneridge Mall Road  
Suite 370  
Pleasanton, CA 94588  
(925) 398-4840  
Contact: Jim Daisa

### **RUGGERI-JENSEN-AZAR**

#### **Civil Infrastructure Planning**

2541 Warren Drive, Suite 100  
Rocklin, CA 95677  
(916) 630-8900  
Contact: John Zellmer  
Steve Bowman

### **PETER HASSELMAN**

#### **Illustration**

631 Watchwood Road  
Orinda, CA 94563  
(925) 254-8087

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Ruggeri-Jensen-Azar & Associates

##### **Environmental Assessment**

Michael Brandman Associates

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## INTRODUCTION

### OVERVIEW

The North Camino Ramon Specific Plan Area has served the commercial needs of San Ramon residents for decades. The land uses and development patterns are typical of suburban developments over the time frame of the area's growth, with a mixture of auto-oriented retail and service commercial uses mixed with Class A office space.

However, as time has passed, the city has grown increasingly aware that many potential desirable retail uses are missing from the community, forcing residents to drive long distances to other communities and resulting in lost tax revenues for the city. In addition, an increased awareness of the impacts of automobile usage on the environment and on city residents' quality of life and finances has led both city and state leaders to seek ways to reduce pollution, congestion and greenhouse gas emissions through increased use of transit and the encouragement of housing located near major sources of jobs.

With these factors in mind, San Ramon has embarked on the preparation of a specific plan for the North Camino Ramon Area to provide a realistic framework for property and business owners and the city to collaborate in a transition of the area over time into a more vibrant commercial core containing a wide mix of uses within an environment that has a distinctive sense of place, is pedestrian friendly, and addresses the goals of reduced automobile usage and sustainable development.

### GOAL AND VISION

In initiating the specific plan process, the city established the following initial vision for the North Camino Ramon Specific Plan Area:

- *The Goal for NCRSP is to create a long range land use plan that can serve as a stimulus for economic development and planning, while balancing the needs and quality of life for residents of San Ramon.*
- *NCRSP vision is for a mixed-use district with a blend of retail, service retail and workforce housing, in proximity to new and existing jobs. The plan is intended to be a pedestrian/bicycle friendly and a transit oriented development based on smart growth principles that will complement the recently approved City Center Project and Crow Canyon Specific Plan.*

### PRIORITY DEVELOPMENT DESIGNATION

As one step in the realization of the goal and vision, the City applied and was accepted for the designation of the North Camino Ramon Specific Plan Area as a Priority Development Area under the Association of Bay Area Government (ABAG) FOCUS program. Priority Development Areas are locally identified, infill development opportunity areas near transit.

The FOCUS program is a regional development and conservation strategy that promotes a more compact land use pattern for the Bay Area. It unites the efforts of four regional agencies into a single program that links land use and transportation by encouraging the development of complete, livable communities in areas served by transit, and promotes conservation of the region's most significant resource lands.

FOCUS is led by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), with support from the Bay Area Air Quality Management District (BAAQMD) and the Bay Conservation and Development Commission (BCDC)—in partnership with congestion management agencies, transit providers, and local governments throughout the Bay Area.

## INTRODUCTION

### PROJECT AREA

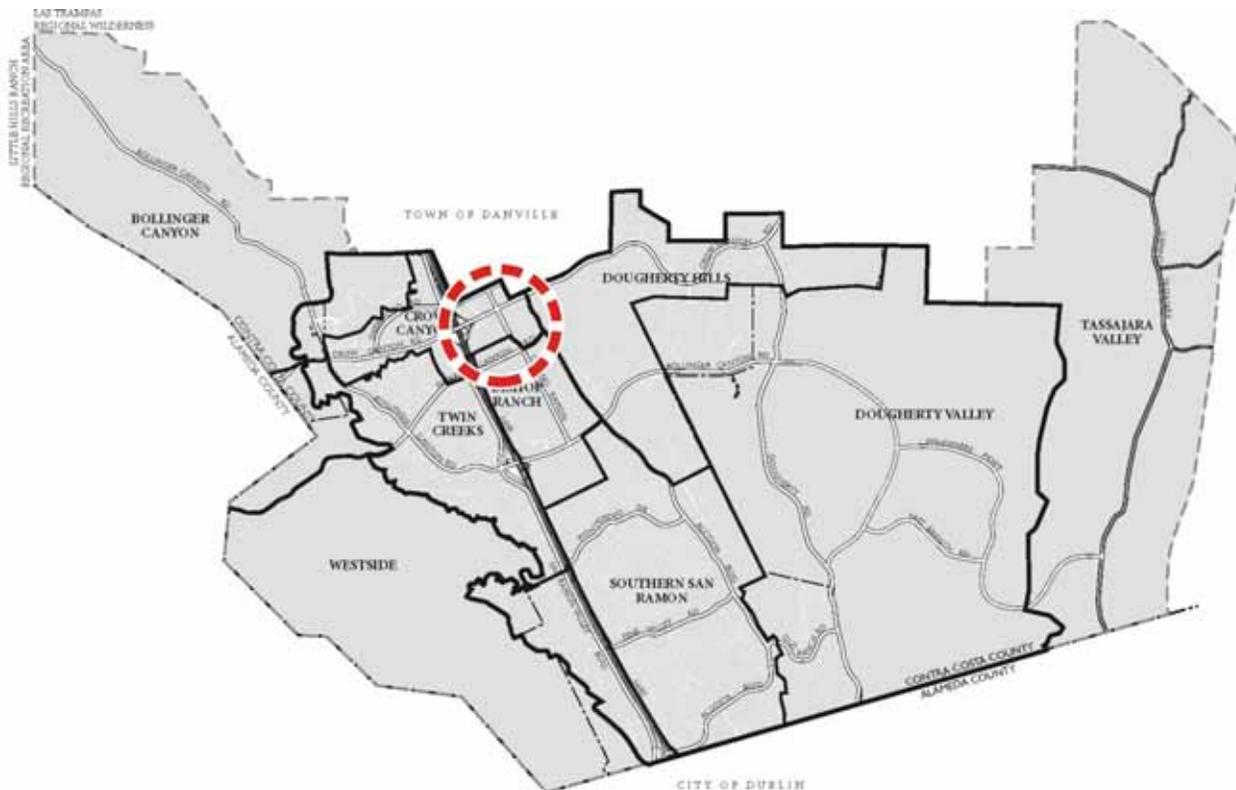
The North Camino Ramon Specific Plan Area is located in the Crow Canyon and Bishop Ranch planning areas, adjacent to Interstate 680 and San Ramon's boundary with the Town of Danville. It contains approximately 295 acres, including existing roadways, and is characterized by a wide range of uses including retail, service commercial, professional offices, and warehouses. Most are contained in older commercial structures surrounded by surface parking.

In the broader city context, the North Camino Ramon Specific Plan Area provides San Ramon residents with a wealth of services to meet their daily needs, as well as employment in the many local, regional and national businesses which are located in the project area and immediately adjacent areas. Located as it is at the Crow Canyon Road interchange with Interstate 680, it provides residents who commute to jobs outside of San Ramon with a convenient shopping stop on their way home from work.

In a regional context, the project area, along with the adjacent Bishop Ranch and the San Ramon Medical Center, provides a wealth of jobs for people throughout

the East Bay and the broader Bay Area. Bishop Ranch is one of the major employment centers in the San Francisco Bay Area. Over 40,000 employees work in or near the project area. Most commute via private automobile. However, there are several bus routes that connect the area to other cities and Bay Area Rapid Transit (BART) stations, as well as Transportation Demand Management Programs for the larger employers. Currently, there are no residential units in the project area.

In recent years, new office space and updated retail/commercial space have been added to the Bishop Ranch planning area south of the North Camino Ramon Specific Plan Area. In a major indicator that this broader commercial core of San Ramon is entering a new era of growth and renewal, plans have been approved for the development of a City Center at Camino Ramon and Bollinger Canyon Road. City Center will contain a mix of retail, entertainment, hotel, residential, and city government uses providing a major focal point for San Ramon.



*Figure 1: Project Area Location*



*Figure 2: Project Area Boundaries*

**INTRODUCTION**

**PROCESS**

The planning process has been established to provide a multi-step framework for the city and property owners to forge a realistic plan and implementation program to upgrade the North Camino Specific Plan Area, expand retail opportunities, and improve city tax revenues within the context of a strong sense of place and community.

The San Ramon City Council, Planning Commission and the city’s Economic Advisory Committee (EDAC) have, over the past several months, been examining the potential of attracting additional retail uses that are not currently located in San Ramon. Those bodies, along with the City Council, will evaluate alternative plans and implementation strategies with input from interested citizens and property owners. The planning process has been divided into three phases as follows:

**Phase 1: Alternatives Identification**

Current conditions have been investigated and summarized in this document; interviews conducted with major property owners; market potentials evaluated; research conducted into plans and implementation programs for similar projects; and a range of three initial alternative development concepts formulated. Initial concepts were developed and reviewed in a workshop with the Planning Commission and the Economic Development Advisory Committee on July 21, 2009. Public input was taken at that workshop. The concepts will be further refined and reviewed with staff.

**Phase 2: Alternatives Evaluation**

The three alternative development concepts identified in Phase 1 will be evaluated from the special disciplinary perspectives of the planning team. Transportation impacts will be evaluated, cost estimates for major infrastructure improvements estimated, fiscal impacts to the city estimated, and urban design concepts developed and illustrated. The alternatives will be compared, and reviewed with the Planning Commission and City Council.

**Phase 3: Specific Plan and Environmental Impact Report**

Following direction by the City, the formal North Camino Ramon Specific Plan and Environmental Impact Report documents will be prepared for review and adoption.

The schedule for the planning process is shown in figure 3 below.

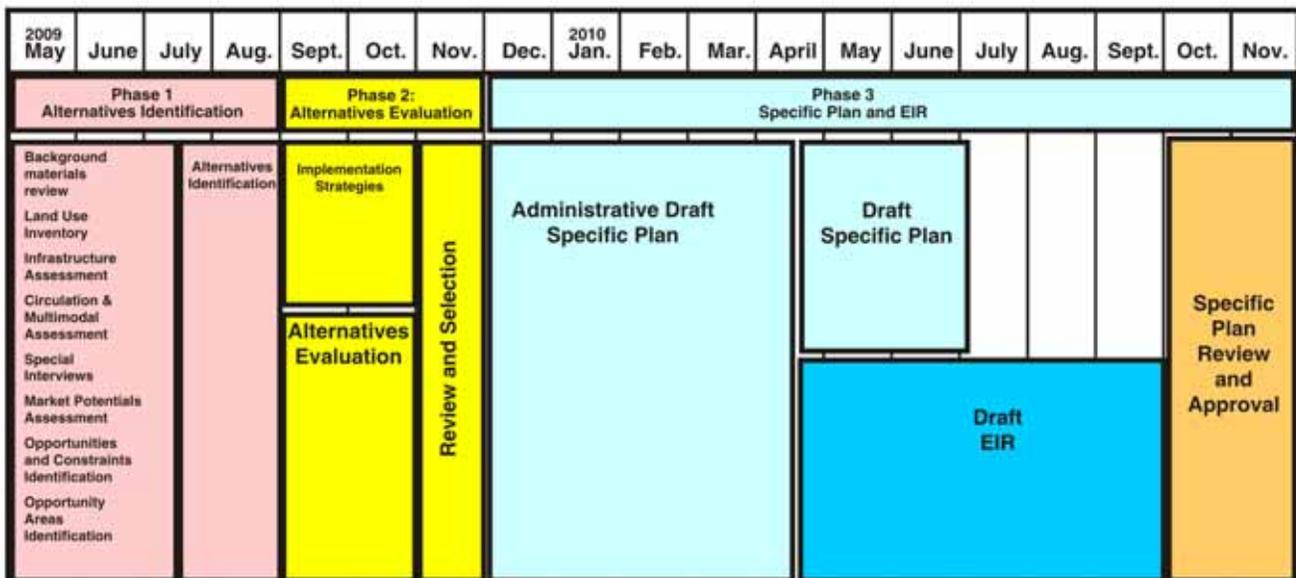


Figure 3: Preliminary Schedule

## CURRENT CONDITIONS

### LAND USE

The North Camino Ramon Specific Plan Area is fully built out with primarily one and two-story structures. The general distribution of land uses is shown in Figure 4 below, and described in more detail on the following pages.

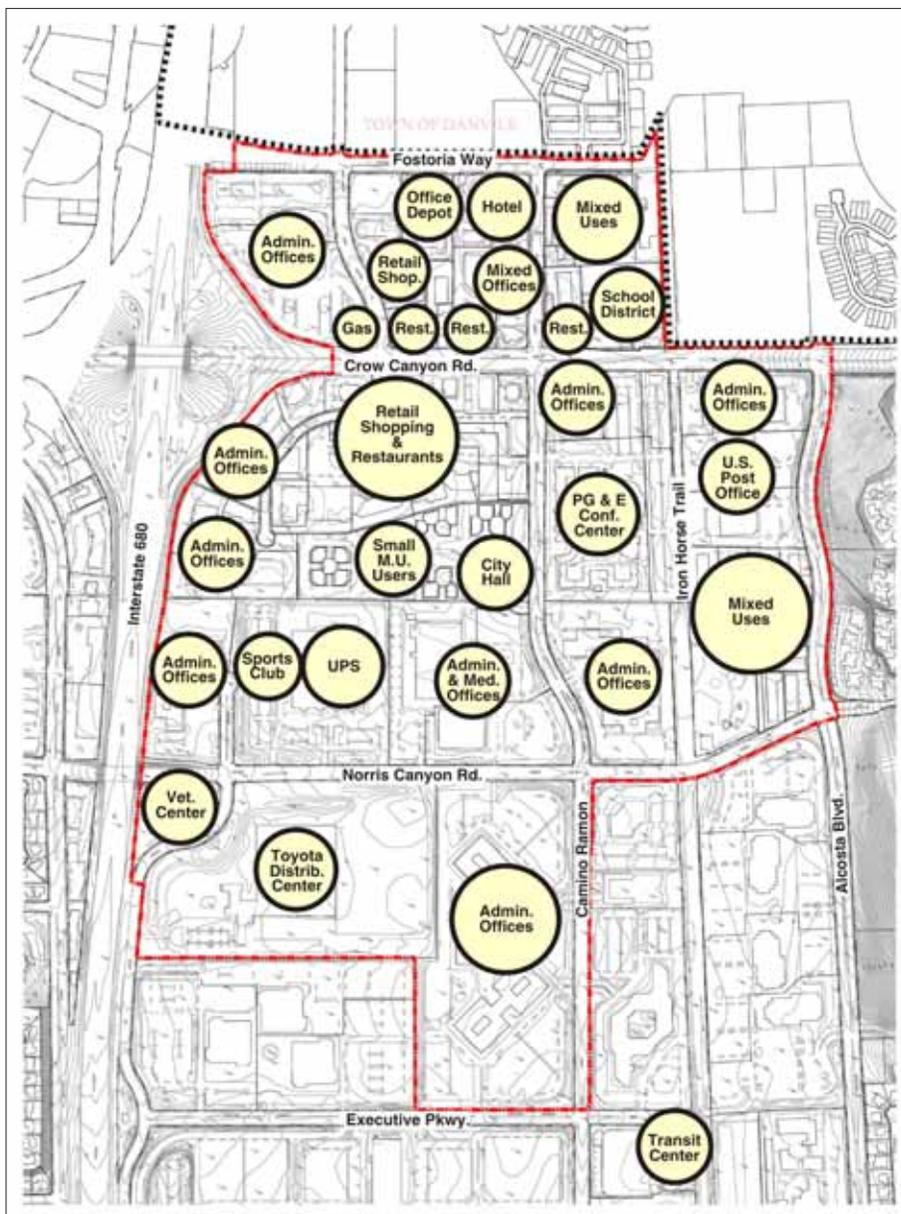
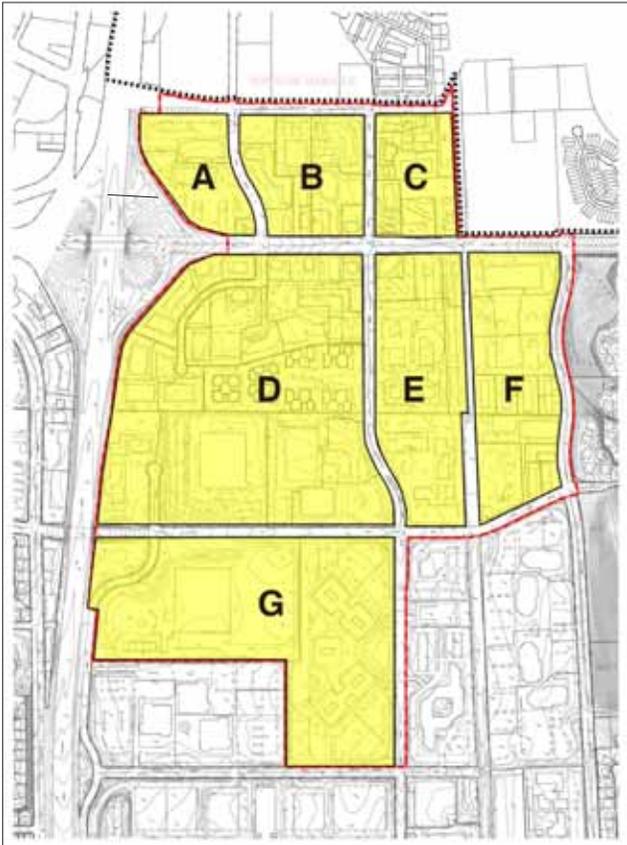


Figure 4: General Land Use Distribution

**CURRENT CONDITIONS**

**DEVELOPMENT BLOCKS**

Development is contained within seven areas defined by the current street system and the Iron Horse Trail as shown in the diagram below. Land use and conditions in each is described to the right and on the following pages.



*Figure 5: Development Blocks*

**BLOCK A**

This area contains two parcels, a smaller one with a gas station at the Crow Canyon Road/Crow Canyon Place intersection and a larger one with two four-story office buildings located generally in the center of the parcel.



*Block A office structure*



*Block A gas station*



*Block A office complex open space*

**BLOCK B**

Several parcels occupy this block, varying greatly in size and shape. Land uses include retail shops, offices, a bank, a sit down restaurant, a hotel, and until recently, a national chain office supply store. The small size and awkward shape of some of the parcels will make them difficult to develop to a higher intensity in the future.



*Block B shopping center*



*Block B hotel*



*Block B office and service commercial uses*

**BLOCK C**

This block contains a wide range on old and newer projects including several automotive and service commercial uses. The largest parcel on the block is owned by the San Ramon Unified School District and used for training and a corporation yard.



*Block C service commercial uses*



*Block C automotive use*



*Block C automotive repair uses*

**CURRENT CONDITIONS**

**BLOCK D**

This very large central block contains a large range of uses and building sizes with parcel access divided between Crow Canyon Road, Camino Ramon, and Norris Canyon Road. Crow Canyon Place provides access from Crow Canyon Road to some interior parcels, but does not connect through to Annabell Lane and Norris Canyon Road to the south.

Uses include the Crow Canyon Commons Shopping Center, individual commercial pad buildings, Class A offices, small condominium offices and other uses, warehouse space, a health club, a UPS distribution center, and the current City Hall and Public Safety Facility.



*UPS distribution center*



*Crow Canyon Commons supermarket*



*Class A office space*



*Crow Canyon Commons shops*



*Individual condominium commercial spaces*

**BLOCK E**

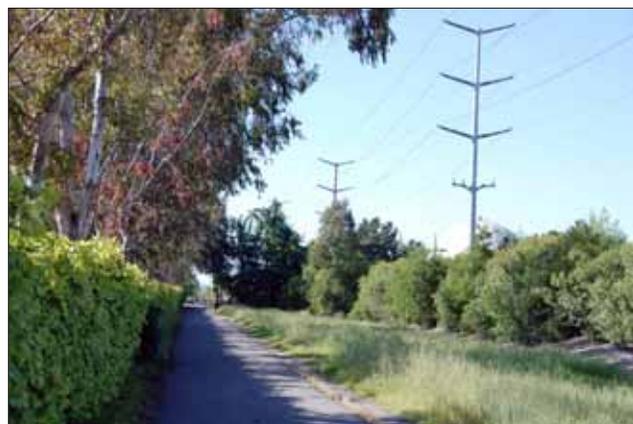
Bounded by three major streets and the Iron Horse Trail, this block is devoted to Class A office space and the PG&E Conference Center.



*Class A office building*



*PG&E Conference Center*



*Iron Horse Trail*

**BLOCK F**

Also bounded by three major streets and the Iron Horse Trail, Block F contains a great variety of parcels of varying size and shape. The area contains a mix of commercial uses and the U.S. Post Office for San Ramon. PG&E has a significant tenant presence in the area adjacent to Crow Canyon Road.



*Crow Canyon Road office structure occupied by PG&E*

**BLOCK G**

Block G contains one small parcel adjacent to Interstate 680 and two large parcels occupied by the Toyota Parts Distribution Center and Bishop Ranch 6 Class A office space. One large portion of the Toyota parcel is currently vacant.

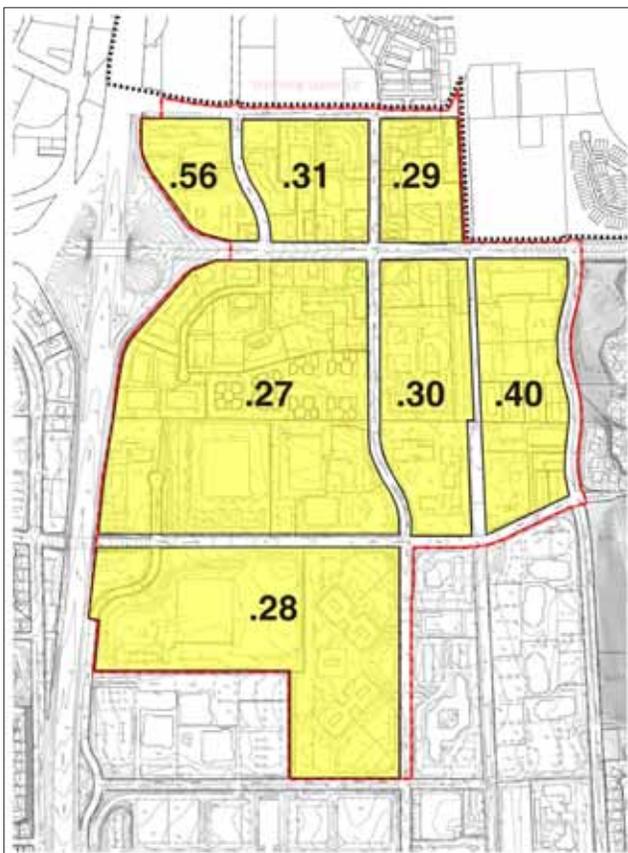


*Toyota Parts Distribution Center and vacant portion of the parcel*

## CURRENT CONDITIONS

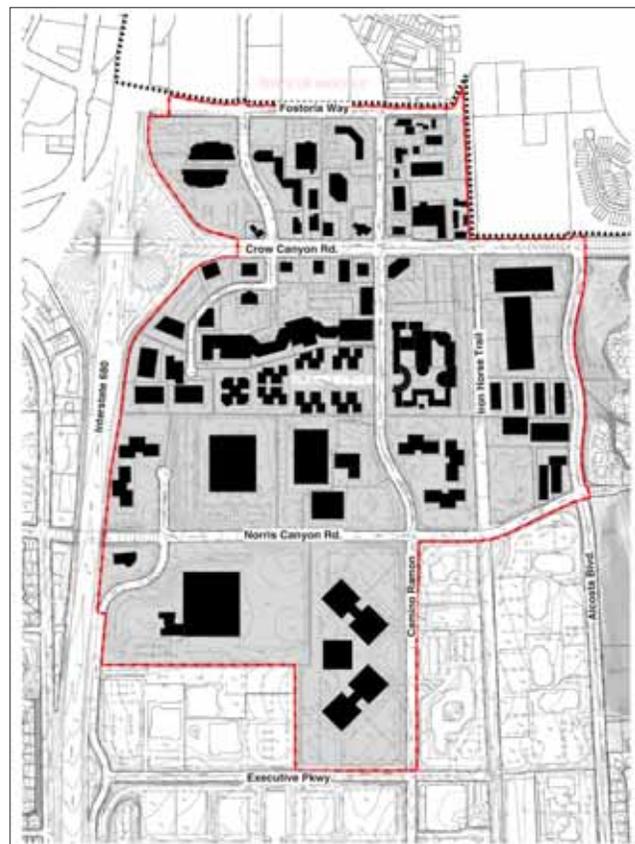
### DEVELOPMENT INTENSITY

The development intensity of the North Camino Ramon Specific Plan Area is relatively low, indicative of the time frame over which it has been developed. The average Floor Area Ratio (FAR) is 0.31. Floor Area Ratio is a measure of the total floor area of buildings on a parcel divided by the area of the parcel. The allowed FAR under the current General Plan and Zoning Ordinance ranges from small areas of 0.35 for Retail Shopping to 0.50 for other commercial and office uses and 0.70 for limited areas designated for Mixed Use. Figure 6 below shows the current Floor Area Ratios for the seven major development blocks described on the previous pages.



*Figure 6: Existing Floor Area Ratios*

Another common measure of development intensity is building coverage. By this measure, the North Camino Ramon Specific Plan Area has a very low development intensity because of the large amount of surface parking surrounding all buildings. Low building coverage and large amounts of surface parking discourage a friendly pedestrian environment where one may park once and walk between destinations (e.g., between one's office and the health club). The building coverage in the project area is shown in Figure 7 below.



*Figure 7: Existing Building Coverage*

## CIRCULATION

*The following is a summary of the report on existing circulation conditions prepared by Kimley-Horn and Associates. See the Appendix for the full report.*

### ROADWAY SYSTEM

Within the Specific Plan Area, the streets are classified as follows:

#### **Routes of Regional Significance:**

Routes of Regional Significance are major arterials and freeways which primarily serve regional traffic as designated by the Contra Costa Transportation Authority (CCTA) and the Tri-Valley Transportation Action Plan. A Route of Regional Significance is required to meet designated Traffic Service Objectives (TSO's) as mandated by Measure C. Within the vicinity of the Specific Plan Area, the following arterials and freeway segments are identified as Routes of Regional Significance:

**Interstate 680 (I-680):** I-680 is a north-south freeway serving San Ramon and the Tri-Valley. Within the study area, I-680 has three mixed flow lanes and one high occupancy vehicle (HOV) lane in each direction. There are two full access interchanges on I-680 within the vicinity of the Specific Plan Area; at Crow Canyon and Bollinger Canyon Roads.

**Crow Canyon Road:** Ranging from a two-lane rural road to a four- to eight-lane arterial, Crow Canyon Road connects I-580 in Castro Valley to Camino Tassajara in Danville. Through the Specific Plan Area, Crow Canyon Road runs in an east-west orientation, across the I-680 interchange to Alcosta Boulevard continuing east to Dougherty Road and Camino Tassajara. The posted speed limit is 40 miles per hour (mph) and no on-street parking is permitted on either side of the street.

**Bollinger Canyon Road:** An east-west arterial roadway located south of Specific Plan Area connecting Crow Canyon Road to Dougherty Road. Between the I-680 interchange and Alcosta Boulevard, Bollinger Canyon Road varies from six to eight lanes. The posted speed limit is 40 mph and no on-street parking is permitted on either sides of the street.

**San Ramon Valley Boulevard:** A north-south arterial roadway located west of the Specific Plan Area, west of I-680. It connects SR-84 in the south and Walnut Creek in the north. The posted speed limit is 35 mph north of Norris Canyon Road and 40 mph south of Norris Canyon Road. No on-street parking is permitted on either side of the street.

#### **Arterials:**

The function of arterial roadways is to accommodate high traffic volumes and intra-city circulation. These streets are used to travel to major activity centers, facilitate freeway access, and connect to other arterials. They also serve adjacent residential land uses via arterial and collector connections. Within the vicinity of the Specific Plan Area, the following streets are identified as Arterial Streets:

**Crow Canyon Road (Route of Regional Significance – see description above):**

**Alcosta Boulevard:** A four-lane, north-south arterial roadway located on the east side of the Iron Horse Trail. The posted speed limit is between 30 to 40 mph and no on-street parking is permitted on either sides of the street within the Specific Plan Area.

**Bollinger Canyon Road (Route of Regional Significance – see description above):**

#### **Collectors Streets:**

Collector Streets are used to travel within and between neighborhoods. They collect traffic from local streets and channel it to arterial streets. Within the vicinity of the Specific Plan Area, the following streets are identified as Collector Streets:

**Fostoria Way:** A four-lane, east-west collector roadway located at the north end of the Specific Plan Area. The posted speed limit is 30 mph and no on-street parking is permitted on either side of the street within the Specific Plan Area.

**Camino Ramon:** A four-lane, north-south collector roadway which approximately bisects the Specific Plan area in east and west portions. The posted speed limit is 30 mph north of Norris Canyon Road and 40 mph south of Norris Canyon Road. No on-street parking is permitted on either side of the street within the Specific Plan Area.

**Norris Canyon Road:** A two-four-lane, east-west collector roadway which approximately bisects the Specific Plan Area in north and south portions. The posted speed limit is 40 mph and no on-street parking is permitted on either side of the street.

## CURRENT CONDITIONS

### Local Streets:

Local Streets are used to travel within residential areas and neighborhoods, and provide direct access to land uses. They are designed to discourage through traffic in residential areas. Most of the local streets within the vicinity of the Specific Plan Area are located west of San Ramon Valley Boulevard between Bollinger Canyon Road and Crow Canyon Road as well as in the south-east quadrant of the I-680 and Bollinger Canyon interchange. Within the vicinity of the Specific Plan Area, the following streets are identified as Local streets:

**Executive Parkway:** A two-lane, east-west local street within the Specific Plan Area. The posted speed limit is 30 mph and no on-street parking is permitted on either side of the street.

**Bishop Drive:** A two-lane, north-south and east-west local street with a posted speed limit of 30 mph. No on-street parking is permitted on either side of the street.

**Crow Canyon Place:** A four-lane, north-south local street with a two-way left turn lane in the middle. The posted speed limit of 25 mph and no on-street parking is permitted on either side of the street.

All of the local streets identified above serve commercial office and retail land uses.

### Study Intersections

A total of 18 intersections were identified for analysis. The study intersections were determined, to be those where the majority of the traffic generated by development within the Specific Plan Area will be focused and where potential traffic impacts are most likely to occur. These study intersections are shown in Figure 1 and are listed to the right:

1. Fostoria Way / Camino Ramon / Crow Canyon Place
  2. Fostoria Way / Camino Ramon / Costco Driveway
  3. Crow Canyon Road / San Ramon Valley Boulevard
  4. Crow Canyon Road / I-680 Southbound (SB) Ramps
  5. Crow Canyon Road / I-680 Northbound (NB) Ramps
  6. Crow Canyon Road / Crow Canyon Place
  7. Crow Canyon Road / Camino Ramon
  8. Crow Canyon Road / Alcosta Boulevard
  9. Norris Canyon Road / San Ramon Valley Boulevard
  10. Norris Canyon Road / Bishop Drive
  11. Norris Canyon Road / Camino Ramon
  12. Norris Canyon Road / Alcosta Boulevard
  13. Executive Parkway / Camino Ramon
  14. Bishop Drive / Camino Ramon
  15. Bollinger Canyon Road / I-680 SB Ramps
  16. Bollinger Canyon Road / I-680 NB Ramps
  17. Bollinger Canyon Road / Camino Ramon
  18. Bollinger Canyon Road / Alcosta Boulevard
- All study intersections are signalized intersections except the intersection of Fostoria Way / Camino Ramon / Costco Driveway, which is a four-way stop controlled unsignalized intersection.



Figure 8: Study Area Intersections

### **City's Level of Service Standards**

As per the General Plan, level of service C or better should be maintained at all intersections, with LOS D acceptable during a total of no more than three peak periods of the day (AM, PM, and Noon peaks).

The City's Dougherty Valley Settlement Agreement defines specific requirements related to traffic performance, to minimize the impact to Bishop Ranch employees and visitors. These requirements are consistent with the General Plan requirements:

- Strive to maintain traffic LOS C or better as the standard at all intersections, with level of service D during no more than three hours of the day for the morning, noon, and afternoon peak hours.
- Accept LOS D during 2-hour peak periods, with the possibility of intersections at or closely approximating the limits of LOS D only on arterial routes bordered by nonresidential development, where improvements to meet the City's standard would be prohibitively costly or disruptive. Also, as per the agreement, the City of San Ramon shall not change or approve (unless the impacts are mitigated) land use designations, densities, or circulation systems in the City's outlying areas if these changes would cause the General Plan traffic service standards to be exceeded on the following streets and specific intersections:
  - Bollinger Canyon Road from San Ramon Valley Boulevard to Alcosta Boulevard
  - Camino Ramon from Bollinger Canyon Road to Crow Canyon Road
  - Norris Canyon Road from San Ramon Valley Boulevard to Alcosta Boulevard
  - Bollinger Canyon Road at Alcosta Boulevard, Camino Ramon, Sunset Drive, and San Ramon Valley Boulevard
  - Camino Ramon at Bishop Drive and Executive Parkway
  - Norris Canyon Road at Alcosta Boulevard, Camino Ramon, Bishop Drive, and San Ramon Valley Boulevard

### **Existing Conditions Intersection Level of Service**

Results of the existing conditions intersection LOS analysis at the study area intersections during the AM and PM peak hours are summarized in the table on page 18. Detailed intersection LOS calculations for all intersections are included in the Appendix.

During the AM and PM peak hour, all study intersections operate at acceptable LOS D or better. The majority of intersections operate at LOS B or better indicating that there is substantial reserve capacity on the major streets serving the Specific Plan Area.

### **Existing Conditions Mainline Freeway Level of Service**

Results of the existing conditions mainline freeway LOS analysis at the analyzed freeway segments during the AM and PM peak hours are summarized in the table on page 19. Detailed LOS calculation sheets are included in the Appendix. All freeway segments operate at LOS D or better during the AM and PM peak hours.

**CURRENT CONDITIONS**

No.	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			V/C Ratio or Control Delay (sec/veh)	LOS	V/C Ratio or Control Delay (sec/veh)	LOS
1	Fostoria Way / Camino Ramon / Crow Canyon Place	Signal	0.33	A	0.47	A
2	Fostoria Way / Camino Ramon / Costco Driveway	AWSC	10.50	B	18.60	C
3	Crow Canyon Road / San Ramon Valley Boulevard	Signal	0.60	A	0.71	C
4	Crow Canyon Road / I-680 SB Ramps	Signal	0.59	A	0.66	B
5	Crow Canyon Road / I-680 NB Ramps	Signal	0.52	A	0.55	A
6	Crow Canyon Road / Crow Canyon Place	Signal	0.68	B	0.78	C
7	Crow Canyon Road / Camino Ramon	Signal	0.56	A	0.59	A
8	Crow Canyon Road / Alcosta Boulevard	Signal	0.48	A	0.54	A
9	Norris Canyon Road / San Ramon Valley Boulevard	Signal	0.59	A	0.43	A
10	Norris Canyon Road / Bishop Drive	Signal	0.37	A	0.55	A
11	Norris Canyon Road / Camino Ramon	Signal	0.49	A	0.64	B
12	Norris Canyon Road / Alcosta Boulevard	Signal	0.39	A	0.40	A
13	Executive Parkway / Camino Ramon	Signal	0.40	A	0.36	A
14	Bishop Drive / Camino Ramon	Signal	0.30	A	0.47	A
15	Bollinger Canyon Road / I-680 SB Ramps	Signal	0.71	C	0.58	A
16	Bollinger Canyon Road / I-680 NB Ramps	Signal	0.83	D	0.80	D
17	Bollinger Canyon Road / Camino Ramon	Signal	0.59	A	0.81	D
18	Bollinger Canyon Road / Alcosta Boulevard	Signal	0.77	C	0.70	B
AWSC – All-Way Stop Controlled						

**Figure 9:** Current Street Intersection Levels of Service

Source: Traffic counts from City of San Ramon Annual Monitoring Program 2008

Interstate 680		Peak Hour	LOS	Density (pc/mi/hr)	Average Speed (mph)
Direction	Segment				
North of Crow Canyon Road Interchange	Northbound	AM	C	25.8	64.7
		PM	D	29.6	63.2
	Southbound	AM	D	28.4	63.8
		PM	D	27.1	64.3
South of Crow Canyon Road Interchange	Northbound	AM	C	19.2	65.0
		PM	C	21.6	65.0
	Southbound	AM	C	20.9	65.0
		PM	C	20.1	65.0
South of Bollinger Canyon Road Interchange	Northbound	AM	C	25.6	64.7
		PM	D	29.4	63.3
	Southbound	AM	D	28.2	63.9
		PM	D	26.9	64.4

Notes:  
 pc/mi/hr = passenger cars per mile per hour  
 Density and average speed are not determined for LOS F.  
 Freeway analysis includes auxiliary lanes between Crow Canyon Road and Bollinger Canyon Road.  
 Source: 2008 Caltrans AADT. AM and PM peak hour volumes derived using K and D Factors from 2007 Caltrans Peak Hour Volume Report

**Figure 10:** Current Freeway Intersection Levels of Service

## CURRENT CONDITIONS

### BICYCLE CIRCULATION

The City of San Ramon has an extensive bicycle network. The bicycle transportation system is comprised of the following facilities:

**Class I Bikeway (Bike Path):** A right-of-way that is completely separated from any street. These facilities are usually multi-use trails that accommodate pedestrian and bicyclists.

**Class II Bikeway (Bike Lane):** A one-way striped and signed lane for bicyclists on either side of the street.

**Class III Bike Route:** A street where bicyclists and automobiles share the traveled way marked only by signs.

Within the vicinity of the Specific Plan Area, the only Class I Bikeway is the Iron Horse Trail. This trail is approximately 24 miles long extending from the City of Pleasanton to the City of Concord along the former San Ramon Branch Line railroad right-of-way. North of Crow Canyon Road, the trail forms the east end of the Specific Plan Area and south of Crow Canyon Road, the trail runs through the Specific Plan Area to Norris Canyon Road. The Specific Plan Area is regionally accessible via bicycle, primarily by using the Iron Horse Trail.

Class II bike lanes exist on Fostoria Way between San Ramon Valley Boulevard and Crow Canyon Place, Norris Canyon, Bishop Drive, and Alcosta Boulevard within the Specific Plan Area. In the vicinity of Specific Plan Area, Class II bike lanes exist on San Ramon Valley Boulevard and on Crow Canyon Road, east of Alcosta Boulevard.

No Class III bike routes exist within the Specific Plan Area. In the vicinity, Class III bike routes exist on Norris Canyon Road between San Ramon Valley Boulevard and Bollinger Canyon Road. Bollinger Canyon Road between San Ramon Valley Boulevard and Alcosta Boulevard is designated as a Class III bike route.

See the Appendix for an Existing Bike Facilities diagram.

### PEDESTRIAN CIRCULATION

Pedestrian facilities within the Specific Plan Area consist of sidewalks, crosswalks at signalized intersections, street lighting, and the Class I multi-use Iron Horse Trail. Pedestrian crossings are located at signalized intersections and are comprised of striped crosswalks, pedestrian signal heads, curb ramps, and pedestrian push buttons. The City's current standard requires pedestrian countdown timers, but not all of the intersections within the Specific Plan Area include these devices. A summary of existing sidewalks and crosswalks by streets within the vicinity of the Specific Plan Area is included in the Appendix.

### EXISTING TRANSIT SYSTEM

The County Connection serves Walnut Creek, Concord, Martinez, Lafayette, Orinda, Clayton, Moraga, Pleasant Hill, Alamo, and the San Ramon area. County Connection is operated by the Central Contra Costa Transit Authority (CCCTA). Employees of Bishop Ranch, located south of the Specific Plan Area ride these buses free with a bus pass, accessing the system from the Bishop Ranch Transportation Center.

Currently there are six routes operating within the Specific Plan Area and its vicinity. A diagram of routes and detailed descriptions of these routes are included in the Appendix.

## INFRASTRUCTURE

### POTABLE WATER

The East Bay Municipal Utility District (EBMUD) is the service provider for the North Camino Ramon Specific Plan Area. The project area currently has sufficient potable water and fire service capacity. Although different pressure zones may exist in the Area, any possible upgrades associated with the proposed land use changes would likely be governed by fire flow requirements. Potable water destined for the City of San Ramon is treated at the Walnut Creek Water Treatment Plant and conveyed south via a transmission lines through Alamo and Danville. In the Project Area, there are several large diameter water transmission lines within Fostoria Way, Camino Ramon and Norris Canyon Road.

### RECYCLED WATER

EBMUD and the Dublin San Ramon Services District (DSRSD) jointly provide and distribute recycled municipal water in the City of San Ramon through the San Ramon Valley Recycled Water Program. The program is administered by a joint powers authority DSRSD-EBMUD Recycled Water Authority (DERWA). Treated effluent at the R1 tertiary treatment plant in Pleasanton is filtered and disinfected for appropriate irrigation reuse. Recycled water is conveyed to Camino Ramon via a backbone line located within the Iron Horse Trail right-of-way. A backbone line is currently being design/built that will extend north to Bollinger Canyon Road.

The project area does not currently have recycled water infrastructure. Future plans identify a network of recycled water lines serving both the Bishop Ranch office park and North Camino Ramon Specific Plan Area. EBMUD is currently designing recycled water pipelines in the following roadways and locations with the project area.

- Camino Ramon from Bollinger Canyon Road north to Crow Canyon Road
- Crow Canyon Road from the Camino Ramon Intersection east to the El Capitan Drive intersection
- Executive Parkway from Camino Ramon west to Bishop Drive
- Norris Canyon Road from Camino Ramon west to the Bishop Drive / Annabell Lane Intersection.
- From Camino Ramon thru the existing private office development to the Crow Canyon Place.

See the Appendix for potable water system diagrams.

### SANITARY SEWER

Central Contra Costa Sanitary District (CCCSD) provides wastewater collection and treatment to the northern portion of the City of San Ramon. Wastewater flows from San Ramon are conveyed north to CCCSD's wastewater treatment plant via the San Ramon Interceptor located within the Iron Horse Trail corridor. In 2003, CCCSD initiated a capacity improvement project for the interceptor between Norris Canyon Road in San Ramon and St. James Place in Danville in anticipation of increased wastewater flows from planned growth in San Ramon. The sewer analysis associated with the project identified a capacity deficiency in the interceptor for the 2040 20-year design event. A new 36" interceptor is planned to be constructed adjacent to the existing San Ramon Interceptor within the Iron Horse Trail corridor. CCCSD anticipates that the new 36" interceptor will be built sometime in the next 5 years. All upgrades to the backbone interceptor will be paid for by fees collected on a CCCSD system-wide basis.

In addition to the San Ramon Interceptor within the Iron Horse corridor, there are various existing collection mains ranging from 8" to 15" that provide sewer service to existing users within the project area. In general, wastewater flows in an east or west direction via the existing sewer mains in Executive Parkway, Norris Canyon Road, Crow Canyon Road and Fostoria Way to the existing 15" trunk main or 24" to 30" interceptor where it flows in a northerly direction to the treatment plan. CCCSD has programs to model their system capacity for 10" and larger mains. CCCSD will be able to evaluate the impact of this Specific Plan once the new land uses are determined.

See the Appendix for sanitary sewer system diagrams.

## CURRENT CONDITIONS

### SOLID WASTE

Solid waste collection and disposal in San Ramon is provided by Valley Waste Management, which is part of Waste Management Inc. Valley Waste Management provides solid waste collection services under an exclusive franchise agreement with the City of San Ramon. These services include collection of solid waste from commercial, industrial, and residential customers, collection of residential recyclables and yard trimmings, and management of the San Ramon Recycling Center. Commercial Recycling Services are provided by several companies that have been granted permits by the City of San Ramon, and are available to all San Ramon businesses on a competitive basis.

See the Appendix for solid waste system diagrams.

### STORM DRAIN

The City of San Ramon owns and maintains drainage facilities within the City limits. There is a major drainage divide that bisects the project area. The northern portion of the site is drained by a network of storm drain pipes ranging from 15" to 48". All runoff from this portion of the site eventually flows into a 60" storm drain located within the Iron Horse corridor. This 60" storm drain pipe conveys runoff in a northerly direction into the drainage systems of Danville, Alamo and Walnut Creek ultimately discharging into Suisun Bay. The southern portion of the project area drains to the south via a network of storm drain pipes into a 72" 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 pipeline located under the Bishop Ranch 1 surface parking areas.

The 96-inch-diameter pipeline crosses Bishop Ranch 1 to the Iron Horse Trail corridor discharging into South San Ramon Creek and ultimately flows to the Lower San Francisco Bay. There are no known hydraulic deficiencies in the existing drainage system within the project area.

See the Appendix for storm drainage system diagrams.

### WATER QUALITY

In February 2003, the San Francisco Bay Regional Water Quality Control Boards revised Provision "C.3" of the City's National Pollutant Discharge Elimination System (NPDES) permit governing discharges from the City of San Ramon's storm drain systems. The new permit provision has been implemented in phases beginning in 2004.

The new "C.3" requirements are separate from, and in addition to, existing requirements for erosion and sediment control and for pollution prevention measures during construction. These new requirements mandate that stormwater be treated and recommends that new development and redevelopment designs minimize the area of new roofs, pavements, and other impervious surfaces. Where feasible, pervious surfaces should be implemented into the design so that stormwater runoff can percolate to the underlying soil. Stormwater runoff from impervious areas must be captured and treated before draining into the City's stormwater system and eventually into the San Francisco Bay. Projects may also be required to detain or infiltrate runoff so that peak flows and durations match pre-project conditions.

### FRANCHISE UTILITIES

Within the North Camino Ramon Specific Plan Area, franchise utilities provide electricity, gas, telephone, cable, communications, etc., to the existing users. Roadways within the Area contain a variety of backbone joint utility trench infrastructure providing service to the individual parcels and users. Based on our research and discussions with the franchise utility providers, there are no known capacity deficiencies that will significantly affect the redevelopment of the project area. Intensification of land use may require additional facility infrastructure. This will need to be evaluated with the utility providers once a land use concept is developed.

## ENVIRONMENTAL

Baseline conditions are provided for the topical areas listed below. Each section contains an introduction, a description of relevant baseline conditions, and a conclusion intended to identify key points for consideration in the development of the specific plan.

- Air Quality
- Biological Resources
- Cultural Resources
- Geology, Soils, and Seismicity
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Public Services and Recreation

See the Appendix for a full discussion.

### AIR QUALITY CONCLUSIONS

Based on the baseline conditions within the specific plan area, the following conclusions concerning air quality are presented:

- Tailpipe emissions are the primary source of air pollution within and near the specific plan boundaries.
- There are no significant stationary sources of air pollution within or near the specific plan boundaries.
- For any proposed use that would generate or attract regular truck or bus trips (e.g., large-format retail, hotels, etc.), investigation of the health risks associated with DPM should be pursued.
- The buffer distances recommended by CARB should be considered in the development of the specific plan. However, it may not be feasible to fully implement every recommendation.
- There are no sources of substantial odors within or near the specific plan boundaries.

### BIOLOGICAL RESOURCES CONCLUSIONS

Based on the baseline conditions within the specific plan area, the following conclusions concerning biological resources are presented:

- The specific plan area is highly developed. No sensitive natural habitats are present.
- Wildlife within the specific plan area is restricted to common species adapted to highly urbanized environments.
- Nesting birds protected by the Migratory Bird Treaty Act have the potential to occupy mature trees located within the specific plan area.
- There are no natural or man-made waterways within the specific plan boundaries.

### CULTURAL RESOURCES CONCLUSIONS

Based on the baseline conditions within the specific plan area, the following conclusions concerning cultural resources are presented:

- The urban, built-up condition of the specific plan area makes it unlikely that undiscovered prehistoric resources, fossils, or burial sites would be encountered during construction activities.
- There are no designated historic resources within the specific plan boundaries.
- The buildings associated with the Aerotest facility are the oldest structures within the specific plan area. It is doubtful that they would meet federal or state criteria for historic resource listing, but further investigation should be pursued if they are proposed to be removed.

### GEOLOGY, SOILS, AND SEISMICITY CONCLUSIONS

Based on the baseline conditions within the specific plan area, the following conclusions concerning geology, soils, and seismicity are presented:

- Ground shaking is the seismic hazard of most concern for the specific plan area.
- Further investigation of fault rupture potential may be warranted for properties located near I-680.
- Liquefaction potential may warrant further investigation given shallow groundwater levels.
- Although the specific plan boundaries are mapped as containing expansive soils, the developed condition of most parcels makes it unlikely that such soils are actually present.

### HAZARDS AND HAZARDOUS MATERIALS CONCLUSIONS

Based on the baseline conditions within the specific plan area, the following conclusions concerning hydrology and water quality are presented:

- A number of land uses within the specific plan area currently use or formerly used hazardous materials. Most of these activities involve infrequent use or small quantities of materials and do not pose a threat to human health and the environment; only a few properties have reported spill or leak incidents.
- The block bounded by Camino Ramon (west), Fostoria Way (north), Iron Horse Trail (east), and Crow Canyon Road (south) is an area of concern, given the current activities associated with Aerotest and the San Ramon Unified School District maintenance facility, and the past activities associated with Aerojet General. Furthermore, this area is within 200 feet of the PG&E

## CURRENT CONDITIONS

Technological and Ecological Services Research laboratory. Further investigation of hazardous materials within this area may be warranted.

- Future land use activities abutting the Iron Horse Trail may need to conduct Phase II Environmental Site Assessment soil testing for the presence of hazardous materials associated with the past uses of the rail corridor.

- Radon is not an issue of concern within the specific plan area.

- Development of sensitive uses close to the PG&E high voltage line may need to consider potential exposure to EMFs.

### HYDROLOGY AND WATER QUALITY CONCLUSIONS

Based on the baseline conditions within the specific plan area, the following conclusions concerning hydrology and water quality are presented:

- The specific plan area appears to be served by adequate existing drainage infrastructure.

- Urban water pollutants have impaired downstream water bodies; new development within the specific plan boundaries should incorporate stormwater quality Best Management Practices to prevent pollution.

- Flooding is not a significant constraint within the specific plan area.

- Shallow groundwater levels may present design challenges for subsurface structures, such as basements or underground parking facilities.

- Future development and land use activities may need to consider the potential health effects associated with leaking USTs (e.g., vapor intrusion) and also account for existing and future remediation efforts.

### NOISE CONCLUSIONS

Based on the baseline conditions within the specific plan area, the following conclusions concerning noise are presented:

- Land uses along Crow Canyon Road and I-680 are exposed to existing roadway noise levels in excess of normally acceptable standards for residential and commercial development. Combined roadway noise levels from both facilities may be higher in certain places.

- Sound walls or other noise attenuation measures along the I-680 frontage could be considered in the development of the specific plan.

- Future development along Crow Canyon Road and I-680 should include site design and noise attenuation measures necessary to ensure that normally acceptable standards can be achieved to the extent feasible in exterior and interior areas.

- Land uses along Alcosta Boulevard are exposed to existing roadway noise levels in excess of normally acceptable standards for residential development. If noise-sensitive uses are proposed along Alcosta Boulevard, site design and noise attenuation measures should be pursued to ensure that normally acceptable standards can be achieved to the extent feasible in exterior and interior areas.

- Sources of onsite commercial noise (such as mechanical equipment truck movements, forklifts, and auto repair activities) may present noise compatibility issues with new noise-sensitive land use developed within the specific plan area.

- Existing sensitive receptors outside the specific plan area boundaries appear to be appropriately protected from existing sources of noise that originate from within the plan area boundaries. However, this does not necessarily mean they are exposed to acceptable exterior noise levels.

### PUBLIC SERVICE AND RECREATION CONCLUSIONS

Based on the baseline conditions within the specific plan area, the following conclusions concerning public services and recreation are presented:

- The specific plan area appears to be served with adequate fire protection, emergency medical services, and police protection. However, greater development intensity within the boundaries may increase demands on the Fire District and Police Department such that additional resources may be necessary.

- The specific plan area does not contain any dwelling units and, therefore, generates little to no school enrollment. The effects of increased school enrollment from new residential development should be considered during the preparation of the specific plan.

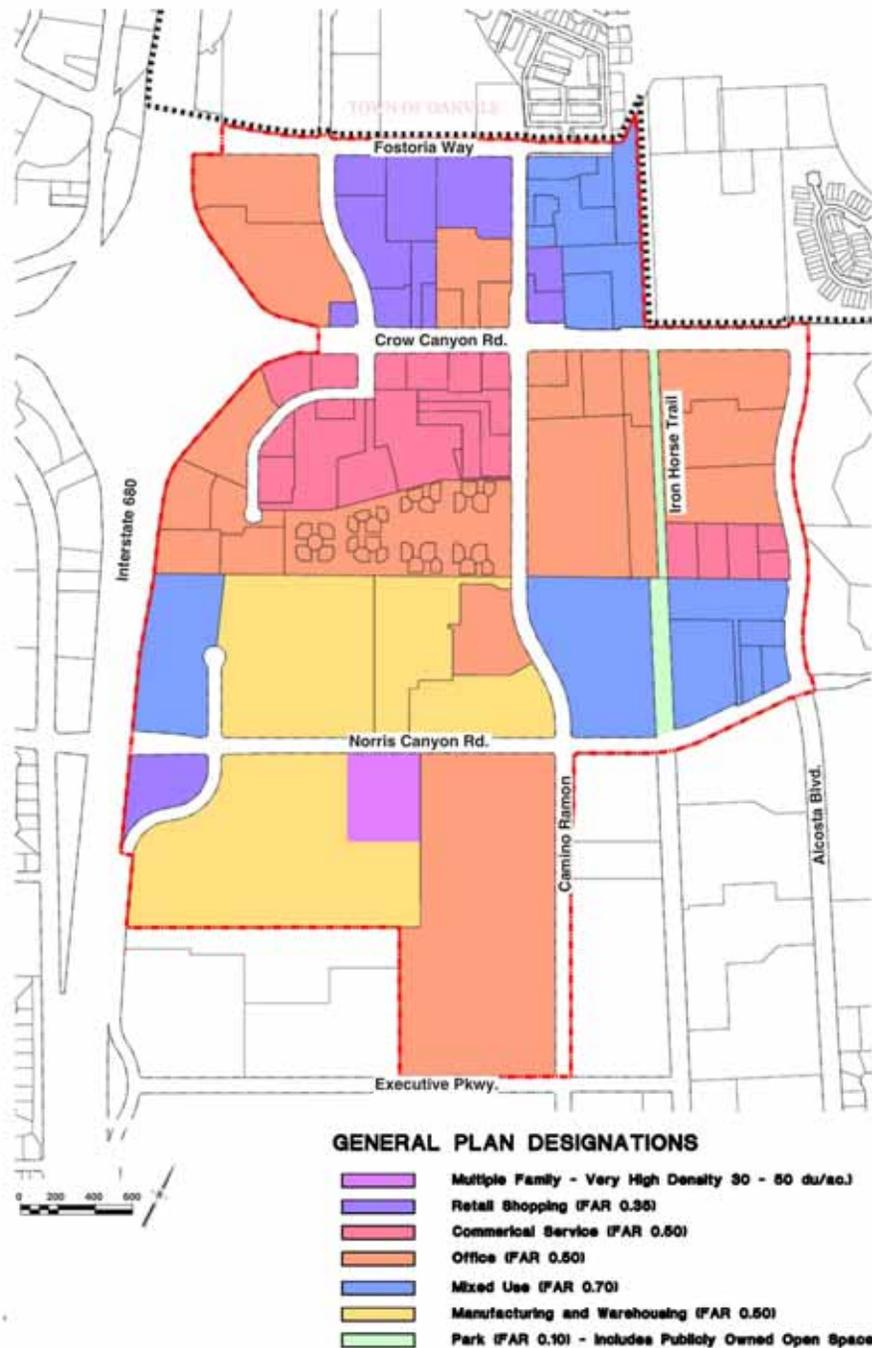
- The Iron Horse Trail provides convenient and direct north-south travel for bicyclists and pedestrians within the specific plan area. Future development within the specific plan area should seek to provide safe, convenient, and direct access to the trail, as well as any necessary trail improvements.

- There are no parks or community facilities within the specific plan boundaries. Because such facilities are necessary to support residential uses, the provision of such facilities, including linkages to the Iron Horse Trail, should be considered during the preparation of the specific plan.

## REGULATORY FRAMEWORK

### GENERAL PLAN

The General Plan (diagram below) and following excerpts are relevant to the North Camino Ramon Specific Plan:



*Figure 11: General Plan Map*

## REGULATORY FRAMEWORK

### CHAPTER 2: ECONOMIC DEVELOPMENT

#### GUIDING POLICY

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

#### Implementing policies

- 2.4-I-8 Consider adjustments to development controls that allow for more efficient use of sites already developed for employment uses (e.g., through height and/or FAR increases in combination with structured parking).
- 2.4-I-10 Promote, consistent with the Traffic and Circulation Element, mass transportation opportunities into the Bishop Ranch and Crow Canyon/San Ramon Valley Boulevard business areas.
- 2.4-I-11 Encourage non-motorized means of transportation to business areas.
- 2.4-I-12 Encourage retail development in mixed-use areas to create and accommodate local demand.
- 2.4-I-14 Use development controls to minimize adverse visual effects of the transportation components of development.

#### GUIDING POLICY

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

#### Implementing policies

2.4-I-19 Encourage diverse economic growth within the City, particularly in the retail sector.

### CHAPTER 3: GROWTH MANAGEMENT

#### 3.2 PERFORMANCE STANDARDS

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

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

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

#### Community Centers Performance Standard

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

#### Fire Protection Performance Standard

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

#### Library Performance Standard

At General Plan buildout, provide minimum ratios of 0.5 square feet of library space per capita and 3 volumes per capita.

#### Parks Performance Standard

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

#### Police Performance Standard

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

#### Sanitation Performance Standard

Prior to project approval, require written verification from the approved service provider that adequate sanitation facilities

and services will be available to serve the project.

#### Schools Performance Standard

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

#### Water Performance Standard

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

## GUIDING POLICY

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

### Implementing policies

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

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

## GUIDING POLICY

3.3-G-1 Maintain acceptable traffic level of service (equal to or better than Measure C requirements) on City streets and roadways through implementation of Transportation Demand Management (TDM), Growth Management, the Capital Improvement Program and traffic engineering operational measures.

### Implementing policies

3.3-I-1 Strive to maintain traffic level of service (LOS) C or better as the standard at all intersections on streets subject to Measure C, with LOS D during no more than three hours of the day (a.m., p.m., and noon peaks).

3.3-I-2 Accept LOS D during two-hour peak periods (a.m. and p.m.) with the possibility of intersections at or closely approximating the limits of LOS D

(Volume/Capacity < 0.90), only on arterial routes bordered by non-residential development where improvements to meet the City's standard would be prohibitively costly or disruptive.

## GUIDING POLICY

3.6-G-1 Promote the opportunity to both work and live in San Ramon.

### Implementing policies

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

## CHAPTER 4: LAND USE

### Land Use Categories

**Mixed Use.** Integrated mix of non-residential uses—retail, service, office—and residential uses at intensities of up to 0.70 FAR. Such development should reflect high quality design with integrated open space and recreational and/or cultural amenities, and opportunities for workforce housing. Structure parking may be necessary. Additional FAR may be allowed for projects that provide more than the required 25 percent of total units as workforce housing.

**Retail Shopping.** Includes sites for retail shopping and services at intensities of up to 0.35 FAR, including restaurants, commercial recreation facilities, and personal, business and financial services.

**Commercial Service.** Includes sites for automotive sales and services, building materials, warehousing, storage, etc., at intensities of up to 0.50 FAR.

**Office.** Business, professional, and public offices at intensities of up to 0.45 FAR, including retail uses and restaurants in mixed use buildings and supporting commercial services at appropriate locations.

**Manufacturing/Warehousing.** General and low-intensity industrial uses at intensities of up to 0.50 FAR, including manufacturing, warehousing, distribution, research and development, etc., and supportive commercial services. Offices may be allowed as a secondary use.

**Multiple Family-Very High Density.** This new designation provides for the highest density multiple-family residential development at densities of between 30-50 units per acre. Such development units should reflect high quality design with integrated open space and recreational and/or cultural amenities, and opportunities for workforce housing. Structure parking would be necessary.

**Parks.** Public and private recreation sites and facilities at intensities of up to 0.10 FAR.

## GUIDING POLICY

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

## REGULATORY FRAMEWORK

### Implementing policies

#### Mixed Use Development

4.6-I-21 Promote the revitalization and infill development in existing retail shopping centers, which are identified as mixed use centers on the General Plan Diagram, to provide opportunities for housing and other compatible non-retail uses. Continue to restrict non-retail uses to no more than 25 percent of gross ground floor area.

4.6-I-22 Establish design standards for mixed use development that will result in a high quality pedestrian-scaled environment, with one-to-four story buildings, side or rear parking areas, street-front windows and entries, and public and private open space.

4.6-I-23 Establish an incentive program that will provide for density and FAR bonuses for mixed use development that includes amenities for public benefit, such as workforce housing, pedestrian-oriented facilities (outdoor seating, plazas, weather protection, transit waiting areas), historic preservation, cultural facilities, public art and water features, and open space preservation. Allow credit for payment of in-lieu fees for Measure G open space preservation.

#### Office and Manufacturing Development

4.6-I-24 Allow for the revitalization and intensification of infill sites within the Bishop Ranch Business Park, consistent with FAR limitations, and amend the Zoning Ordinance so that they do not inhibit appropriate infill development.

4.6-I-25 Permit a diverse mix of complementary uses within Bishop Ranch to better meet the daily needs of workers and to reduce the need to travel by automobile. Approval of a use permit would be required upon finding that such uses are compatible with the primary use and do not adversely affect the traffic-carrying capacity of adjacent streets.

## CHAPTER 5: TRAFFIC AND CIRCULATION

### GUIDING POLICY

5.3-G-1 Design arterial roadways to carry high-volume, higher-speed traffic, thereby minimizing through traffic in residential areas of the City.

### Implementing policies

5.3-I-3 Construct the capacity improvements necessary to serve traffic growth generated by development under the General Plan.

- Crow Canyon Road: Widen to eight lanes from I-680 to Alcosta Boulevard. Widen to six lanes from Alcosta Boulevard to Danville Town limits. Preserve right-of-way for widening to four lanes from Bollinger Canyon Road to Alameda County line.
- Alcosta Boulevard Extension: Extend Alcosta Boulevard north from Crow Canyon Road to Fostoria Parkway as a four-lane street. Widen and construct Fostoria Parkway as a four-lane roadway from Camino Ramon east to Alcosta Boulevard extension. (These streets are partially within the Danville Town limits, and these projects would require the support and participation of the Town of Danville.)

### GUIDING POLICY

5.4-G-1 Design and reconfigure collector and local roadways to improve circulation and to connect residential and commercial areas of the City.

### Implementing policies

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

- Camino Ramon: Widen to four lanes from Crow Canyon Road to Fostoria Parkway.

### GUIDING POLICY

5.5-G-1 Utilize Transportation Demand Management (TDM) as an integral component of the City's transportation program to reduce total vehicle trips on San Ramon streets and to contribute to regional air quality improvements.

### Implementing policies

5.5-I-7 Encourage new development to include a mix of uses that will allow people to walk between destinations.

5.5-I-13 Consider the construction of public parking facilities in the downtown or City Center areas to serve projected parking demand, while carefully balancing the need for adequate parking against the desire to minimize traffic growth.

**GUIDING POLICY**

5.6-G-1 Encourage bicycling and walking as alternatives to the automobile.

**Implementing policies**

- 5.6-I-3 Emphasize the Iron Horse Trail as a major north-south route for non-motorized transportation.
- 5.6-I-5 Develop a series of continuous walkways within Bishop Ranch Business Park, commercial districts, and residential neighborhoods so they connect to one another.
- 5.6-I-9 Study the feasibility of bicycle/pedestrian overcrossings on the Iron Horse Trail at Bollinger Canyon Road and Crow Canyon Road.
- 5.6-I-10 Ensure that roadway improvement projects do not decrease mobility or accessibility for bicyclists or pedestrians.

**CHAPTER 7: PUBLIC FACILITIES AND UTILITIES**

**GUIDING POLICY**

- 7.3-G-1 Encourage development of private educational, cultural, childcare, and medical facilities in San Ramon.
- 7.3-I-4 Encourage the development of a variety of housing and recreational options for senior citizens in areas of the City close to services and facilities, including transportation.
- 7.3-I-9 Allow businesses that can benefit from close association with the Regional Medical Center to locate on adjacent sites designated for mixed use development.

**2009-2014 HOUSING ELEMENT**

**GUIDING POLICY**

11.1-G-1: Provide a diversity of housing types and affordability levels within San Ramon to meet the needs of community residents.

**Implementing policies**

- 11.1-I-5 Maintain a variety of housing types that complements the employment opportunities within the community and encourages a jobs/housing balance.
- P11.1-I-7 Offer financial and regulatory incentives to promote a combination of residential, retail, and office uses in areas designated for mixed use development.

**GUIDING POLICY**

11.2-G-1: Create safe and aesthetically-pleasing neighborhoods, and provide adequate housing to meet the needs of all household types and income groups.

**GUIDING POLICY**

11.4-G-1: Promote energy conserving practices in the location, construction, renovation, and maintenance of San Ramon's housing units.

**Implementing policies**

- 11.4-I-2 Promote a combination of residential, retail, and office uses in areas designated for mixed use.

**ECONOMIC DEVELOPMENT STRATEGIC PLAN**

The following Citywide economic development goals are relevant to the North Camino Ramon Specific Plan:

- Goal A: Improve and Expand San Ramon's Retail Services
- Goal B: Cultivate a Diverse and Balanced Economy
- Goal C: Maintain and Strengthen San Ramon's Fiscal Vitality
- Goal D: Maintain and Enhance San Ramon's High Quality of Life
- Goal E: Consider the Reuse of Existing Commercial Properties that Meet the Goals of the Economic Development Strategic Plan
- Goal F: Establish City Center as the Heart of San Ramon

**REGULATORY FRAMEWORK**

**ZONING**

The General Plan (diagram below) and following excerpts are relevant to the North Camino Ramon Specific Plan:

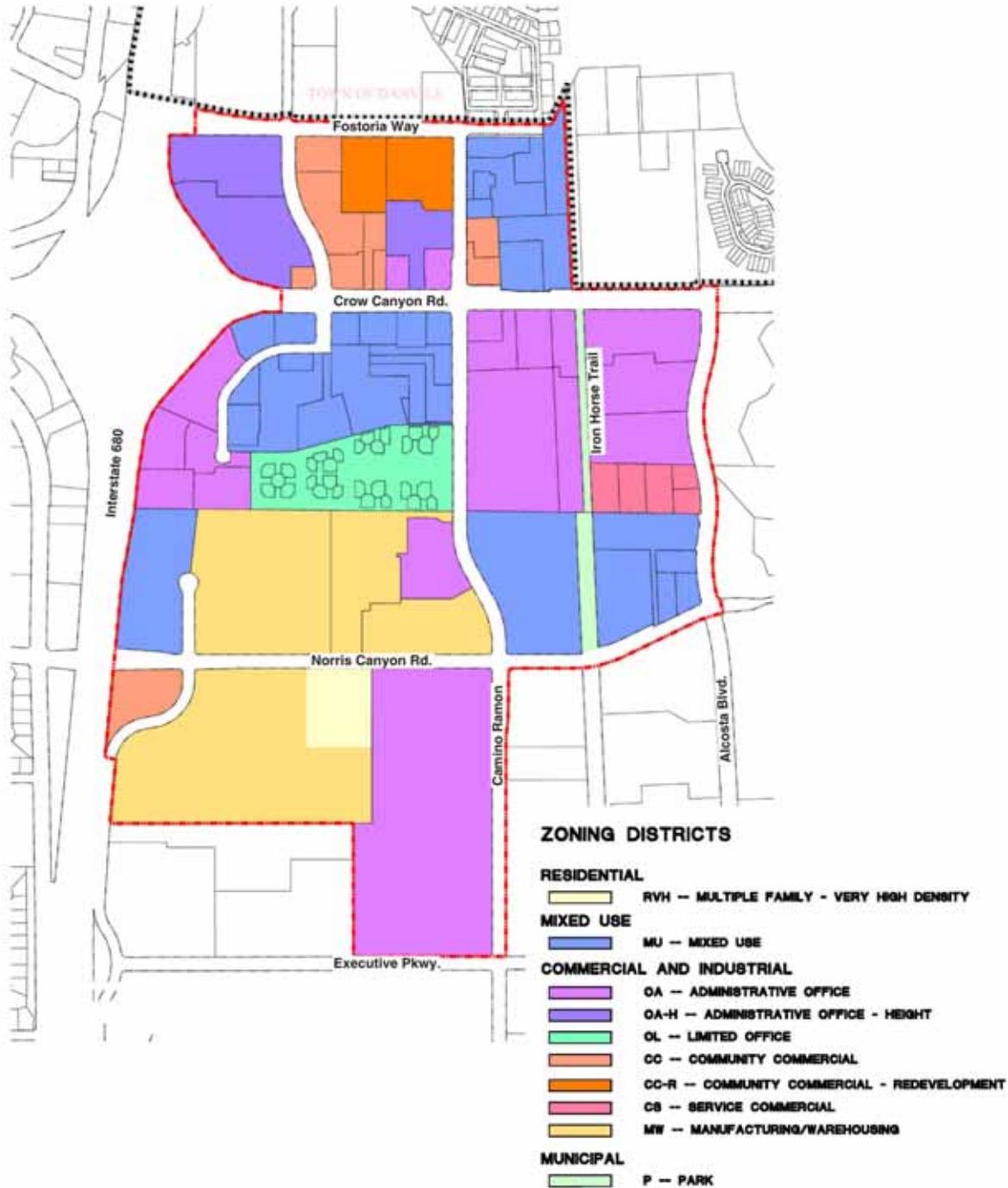


Figure 12: Zoning Map

## **CHAPTER II - RESIDENTIAL ZONES**

RVH (Multiple Family-Very High Density) zone (30.0 to 50.0 du/ac). The RVH zone is applied to areas appropriate for the highest density multiple family residential development within the City, at densities between 30 and 50 units per net acre. Proposed development will reflect high quality design with integrated open space and recreational and/or cultural amenities, as well as providing workforce housing, and structured parking. Minimum lot size for new parcels is 10,000 square feet or larger. The RVH zone is consistent with and implements the Multiple Family Very High Density land use classification of the General Plan.

## **CHAPTER III - MIXED USE ZONES**

MU (Mixed Use) zone. The MU zone is applied to areas of the City appropriate for an integrated mix of non-residential uses, including retail, services, and offices, together with residential uses at intensities of up to 0.70 FAR. Development should reflect high quality design with integrated open space and recreational and/or cultural amenities, and opportunities for affordable housing. Structured parking may be required. Additional FAR, up to a maximum of 1.00, may be allowed for projects that provide more than the required 25 percent of total units for workforce housing and significant public benefit. The MU zone is consistent with and implements the Mixed Use land use classification of the General Plan.

## **CHAPTER IV - COMMERCIAL, OFFICE AND INDUSTRIAL ZONES**

OA (Administrative Office) zone. The OA zone is applied to areas of the City appropriate for major office buildings, support facilities, and compatible commercial uses within landscaped environments that are protected from the more intense levels of activity associated with retail commercial development. Building intensity may be up to 0.45 FAR. The OA zone is consistent with and implements the Office land use classification of the General Plan.

OL (Limited Office) zone. The OL zone is applied to areas of the City appropriate for offices and limited retail uses, subject to development standards that prevent significant adverse effects on adjacent uses. Building intensity may be up to 0.45 FAR. The OL zone is consistent with and implements the Office land use classification of the General Plan

CC (Community Commercial) zone. The CC zone is applied to areas of the City appropriate for retail shopping centers containing a wide variety of commercial establishments, including stores selling a wide variety of products, restaurants, commercial recreation, service stations, and business, personal and financial services. Building intensity may be up to 0.45 FAR. The CC zone is consistent with and implements the Retail Shopping land use classification of the General Plan.

CS (Service Commercial) zone. The CS zone is applied to areas of the City appropriate for commercial services, including automobile sales and services, building materials, contractors' yards, warehousing, storage and similar uses. Building intensity may be up to 0.50 FAR. The CS zone is consistent with the Commercial Services land use classification of the General Plan.

MW (Manufacturing/Warehousing) zone. The MW zone is applied to areas of the City appropriate for general and low intensity industrial uses at up to 0.50 FAR, including manufacturing, warehousing, distribution, research and development, etc., and supportive uses. Offices may be allowed as an accessory use. The MW zone is consistent with the Manufacturing and Warehousing land use classification of the General Plan.

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## ALTERNATIVES IDENTIFICATION

### OVERVIEW

Alternative land use and urban design concepts are being identified, analyzed, and compared to provide policy makers, land owners and citizens with a range of options that are consistent with the market potentials of the area, and which have the potential of enhancing San Ramon's sense of community and its appeal to the broader Bay Area as an excellent place to live, work and shop.

The market potentials for various land uses have been estimated, property owners of several large and key parcels interviewed, case studies of similar development areas around the United States reviewed, special planning opportunities and constraints identified, and future development potentials estimated.

These studies have been used to identify three initial land use and urban design concepts for discussion. This chapter outlines those studies, illustrates the three concepts, and summarizes the feedback from the first workshop held on July 21, 2009.

### MARKET POTENTIALS

*The following is a summary of the conclusions of a focused market study conducted by Keyser Marston Associates. The full report is included in the Appendix of this document.*

#### FOUNDATION FOR FUTURE GROWTH

The NCRSP will benefit from the following foundations for future growth, which will create opportunities despite the current recession:

1. A 44,000-employee job engine already exists in or near the NCRSP.
2. Employment surrounding the area includes Bishop Ranch and neighboring office and retail properties. Major employers are Chevron, AT&T, PG&E, and the San Ramon Regional Medical Center.
3. Bishop Ranch, with 30,000 employees and 8 million square feet of Class A office space, is a premier office park in the Bay Area.
4. Sunset Development Company within Bishop Ranch controls 4.5 million square feet of premier Class A office space and will be a source of growth internally as well as attracting important office users region-wide.
5. The City Center project is planned as a high-end, high-density mixed use development with up to approximately 680,000 office gross square feet, 169 hotel rooms, 635,000 retail square feet, and 487 residential units.
6. San Ramon demographics are becoming stronger, with high household incomes and education levels.
7. The presence of successful retailers and hotels in or near the NCRSP, including Target, Whole Foods, and the San Ramon Marriott.
8. Existence of some large parcels in the NCRSP.

#### DEMOGRAPHICS

##### Existing Conditions

The City of San Ramon is located between Walnut Creek and Dublin along Interstate 680. San Ramon is referred to as part of the Tri-Valley region consisting of Dublin, Pleasanton, Livermore, and San Ramon. In the period between 2000 and 2010, the Tri-Valley region is expected to have experienced rapid population growth from an estimated 214,000 to over 270,000, according to ABAG. From 2000 to 2009, San Ramon's population increased from approximately 44,700 to about 63,200, an increase of 41%, or a third of the Tri-Valley region's population growth.

## ALTERNATIVES IDENTIFICATION

Based on the most recent ABAG projections, the City's average household income is \$141,100. The income level is strong and is higher than the Tri-Valley's average of \$128,100. The U.S. Census indicates that education levels among San Ramon residents are high, with 97% of adults having received a high school degree and 54% a bachelors degree.

San Ramon's 2010 workforce was estimated at 43,900 by ABAG, of which 68% are employed in Bishop Ranch. Jobs are concentrated primarily in the financial and professional services; health, education, and recreation; and construction, information, and government employment categories.

### Market Opportunities and Constraints

ABAG projections for the period ending in 2020 anticipate that the City of San Ramon and the Tri-Valley region will continue their rapid population growth, reaching an estimated population of 70,900 and 315,700, respectively.

An estimated 7,800 of the region's 37,800 new jobs projected from 2010 to 2020 are forecast to be in the City of San Ramon, according to ABAG, mostly in financial and professional services; health, education, and recreation; and construction, information, and government. However, in the near term, growth will be impeded by the current economic recession.

### RETAIL

#### Existing Conditions

The City of San Ramon's existing major shopping centers have not suffered the level of vacancies that have occurred due to the current recession in neighboring communities. Nevertheless, staff estimates that sales subject to sales tax revenues for the City in FY 2008 will be about \$9.2 million versus \$8.8 million in FY 2005. This is only a 5% increase over the last three years.

#### Market Opportunities and Constraints

Bay Area Economics' (BAE) report, San Ramon Retail analysis, indicates that there is local demand for up to 1 million square feet of regional-serving retail in San Ramon.

Region-serving, fashion-oriented retail demand, including demand for retailers focusing on the life style concept, will be met by the planned City Center that includes up to 635,000 square feet of retail space. The intended merchandising concept of the development is to have an emphasis on fashion oriented, high end department stores and specialty retailers supported by

food and entertainment uses. The Stanford Shopping Center in terms of tenant mix would be an example.

Aside from this type of retail concept, opportunities exist for the NCRSP including large format retailers in the range of 20,000 to 50,000 square feet, such as sporting goods, electronics and appliances, and home furnishings stores. These retailers seek strong sites that have freeway identity or close proximity to established major retailers (such as Costco in Danville). There is also opportunity for a "big box" home improvement center on the order of magnitude of 100,000 square feet. Such stores also seek strong freeway identity and good regional access, as well as large parking fields.

Restaurant concentration, such as a restaurant row, is another opportunity that might be implemented as part of a larger project. There are over 40,000 employees working in San Ramon who would support restaurants during the weekday. The resident population would provide additional support on nights and weekends. The 2009 Retail Analysis prepared for the City projected demand for between 69,000 square feet to 139,000 square feet of space for food establishments. Although this demand will be met, in part, by the planned City Center project, there should be opportunities for additional food establishments that serve both the major employment base in San Ramon and the potential significant new residential growth within the NCRSP area.

Movie theater demand in the region is served by Century Walnut Creek Downtown 14, Century Blackhawk Plaza in Danville, Regal Cinemas Hacienda Crossings 20 and IMAX in Dublin, and Regal Cinemas Crow Canyon in San Ramon. Additionally, City Center is planning an Art and Foreign film theater. Opportunities for new theater complexes are thus constrained by the existing and planned supply.

Neighborhood serving retail as part of possible infill residential development is another opportunity. Potential new housing units in the NCRSP could support this type of store.

Neighborhood serving retail typically has a street emphasis and tends to be more focused on neighborhood services, food establishments, and groceries.

## RESIDENTIAL

### Existing Conditions

Until the current recession, housing for the last several years has been the strongest sector of the Bay Area real estate market. As a result of strong demand, a significant number of residential units have been built/entitled in the Tri-Valley region. In San Ramon, about 7,600 units are estimated to have been built between 2000 and 2009.

The strength of the housing market was most evident in the for-sale sector. Home sales proceeded at an unprecedented rate during the past few years due to historically available mortgage monies, but have stalled as the credit market tightened in reaction to the subprime lending crisis. Apartment rents had been in decline the last few years, then stabilized, and now again appear to be in flux due to current economic turmoil.

### Market Opportunities and Constraints

The analyses suggest that there is a strong opportunity for large scale mixed use projects in the Study area. In addition to latent strong housing demand in the Tri-Valley and its diverse economic base, there are other market factors contributing to the strength of San Ramon's housing market despite the current national recession. The City's office market is expected to continue to attract employment growth both internally and from the region, and employees are increasingly interested in living near work. The popularity of the lifestyle created by living close to jobs is influenced by benefits including reduced travel times, increased use of transit, decreased traffic congestion, and improved health. At current employment levels of 30,000 in neighboring Bishop Ranch, if 5+% of employees were interested in moving in within walking distance from the office, 2,000 infill housing units could be supported in the NCRSP. Employment-driven residential will be further supported by new medical office development anticipated in the NCRSP, as well as existing PG&E facilities and the San Ramon Regional Medical Center. By comparison, the most recent available ABAG projections indicate that San Ramon will add about 3,200 households or 3,300 new units, between 2009 and 2020. Although the current economic climate will probably preclude such growth in the near- to mid-term future, as housing begins to come on line again in the next 10 years, some of this projected growth could be accommodated in the project area.

Given City goals for higher-density development in the NCRSP, an appropriate residential product is

apartments, likely in wood-frame on podium configurations. At similar FARs, this translates to about 40-50 condominium units per acre. While the market for higher density for-sale housing may not exist for several years, this is something that could be contemplated for the NCRSP in the long run. Some of San Ramon's expected new housing demand will be filled by the 487 condominiums planned at the City Center development.

## OFFICE

### Existing Conditions

San Ramon is an office center among the Tri-Valley cities, with an inventory of 9.3 million square feet of office space, or 35% of the region's 26.8 million square foot total. This position is driven by the presence of one of the Bay Area's premier office parks: Bishop Ranch. This development contains 8 million square feet of Class A space, including headquarters for Chevron and AT&T, and provides jobs for approximately 30,000 employees. In addition, PG&E has a substantial presence near the NCRSP, and demand for medical center office space is growing in the proximity of the San Ramon Regional Medical Center. Despite the economic downturn, San Ramon continues to attract major office users, such as Bank of the West at Bishop Ranch and PG&E relocating 600 employees to the city. The City's office space is concentrated in Class A inventory, which comprises over 80% of the total. Class B space represents about 11% of the City's office square footage, and Flex space another 8%. Since the recession set in, office vacancies have increased in San Ramon and elsewhere in the Tri-Valley and rents have decreased. Nevertheless, the City's office market is relatively strong, with the lowest vacancies in the region (11% versus 17% for the four Tri-Valley cities), and the highest average asking rents (\$2.02 versus \$1.88 per square foot). This is driven by San Ramon's strong Class A and B office space performance in users such as Bishop's Ranch.

### Market Opportunities and Constraints

A strong office base now exists within San Ramon, and demand for additional office space is expected to continue once the national recession ends and job growth resumes. The presence of Bishop Ranch, as well as PG&E and the San Ramon Regional Medical Center, has a strong influence on future development potential.

Based on ABAG employment projections, it is estimated that over the next 10 years, there will be demand for another 1.6 million square feet of office space in San Ramon. In the current economic climate, this timeline

## ALTERNATIVES IDENTIFICATION

will likely be extended. Office product in the NCRSP area is expected to consist of higher density development with structured parking. Sunset Development is planning to build up to 680,000 gross square feet of Class A space at Bishop Ranch in the mid-term (phase one is a 230,000 square foot tower), which will limit such opportunities in the NCRSP. After the Bishop Ranch space has been added, major office development could occur in the NCRSP. Until then, the NCRSP is expected to be limited to small scale infill space in mixed use developments.

### HOTEL

#### Existing Conditions

The Tri-Valley region contains 20 full- and focused-service hotels and 20 extended stay/suite products, with a total of 4,902 rooms. There are seven such hotels in San Ramon, with 1,147 rooms.

Room sales at these properties are estimated at \$27.3 million in fiscal year 2008, based on City Transient Occupancy Tax (TOT) revenues. After growth in the range of 10% for the past three years, the City Finance Department expects TOT to decline 1% in FY 2008, given the current economy.

San Ramon's existing hotel facilities provide almost 420,000 room nights per year. The addition of a new 169 room luxury hotel at City Center will contribute another 60,000 room nights per year, to bring the total to almost half a million room nights.

#### Market Opportunities and Constraints

Hotel opportunity in the NCRSP area is expected to be focused on properties that would be developed in a higher density format with structured parking. The nature of this type of property is that it is high cost to construct and therefore requires premium room rates (above the current market) to achieve feasibility. We believe at this time that hotel demand is met by the planned luxury property in City Center.

### PROPERTY OWNER INTERVIEWS

The North Camino Ramon Specific Plan Area is unique in the limited number of land owners for such a large urbanized area. The vast majority of the land is owned in clusters of 2-acres or more with many much larger.

A total of ten of the largest landowners were interviewed at the inception of the planning process to verify individual holdings, current conditions, and development opportunities perceptions. Owners' representatives for the following companies were interviewed.

- Castle Companies
- ZKS- Real Estate Partners
- Federal Realty
- San Ramon Valley Unified School District
- Toyota
- Cranbrook
- Nearon
- Sunset Development
- UPS
- PG&E

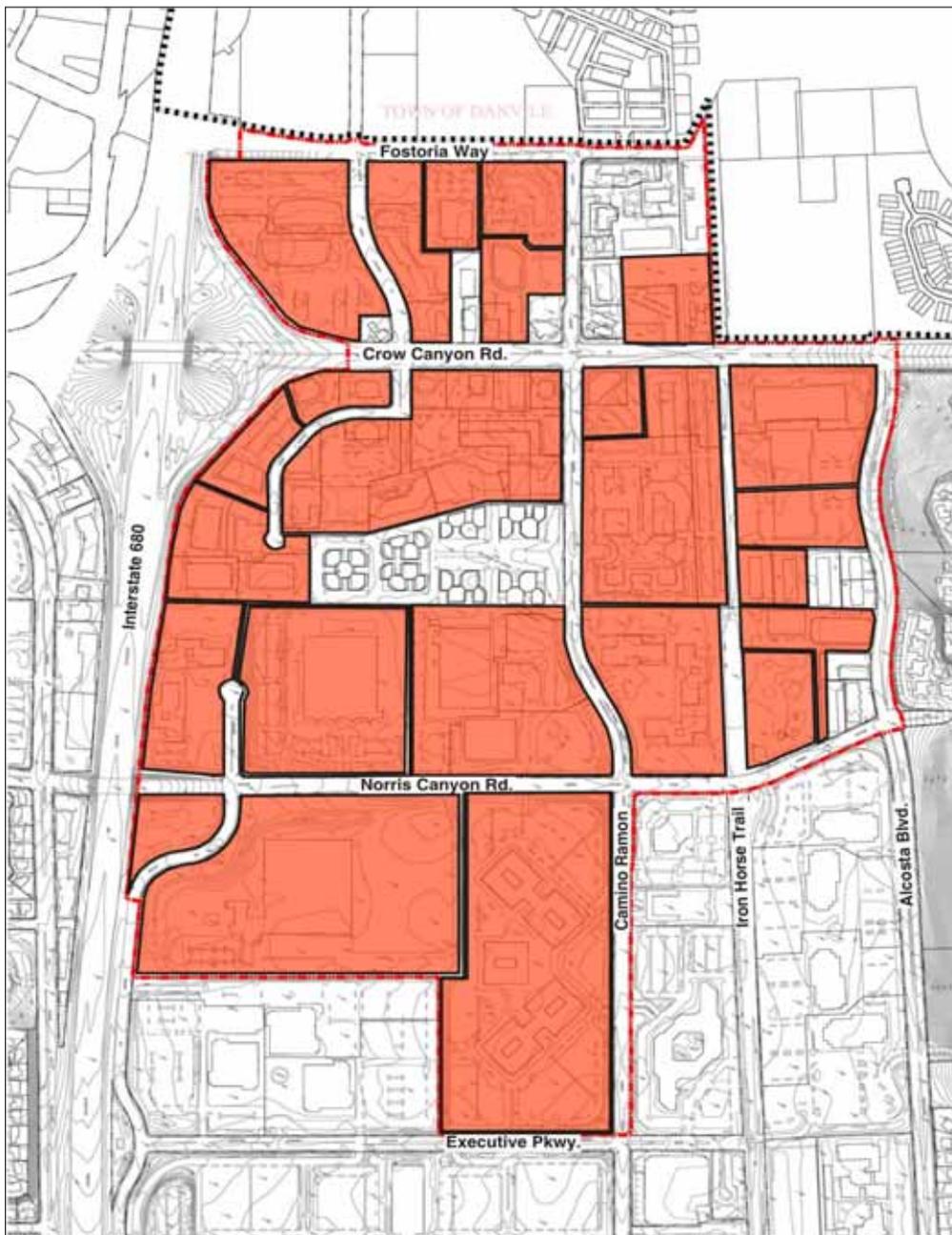
In addition to the focused interviews, city staff has spoken with other property owners and developers in the area.

### PLANNING INFLUENCES

Many factors will influence the future plan and implementation of the North Camino Ramon Specific Plan Area. The major influences are outlined below and on the following pages..

#### Large Parcels

The majority of the planning area is held in contiguous parcels of two-acres or more as illustrated in the diagram below.



*Figure 13: Parcels Over 2-acres in Area*

ALTERNATIVES IDENTIFICATION

Land Uses

The project area contains several major users within and adjacent to its borders, including major shopping and employment centers. These are shown on the diagram below along with significant circulation features and the portion of the area within the city's Redevelopment Project Area.

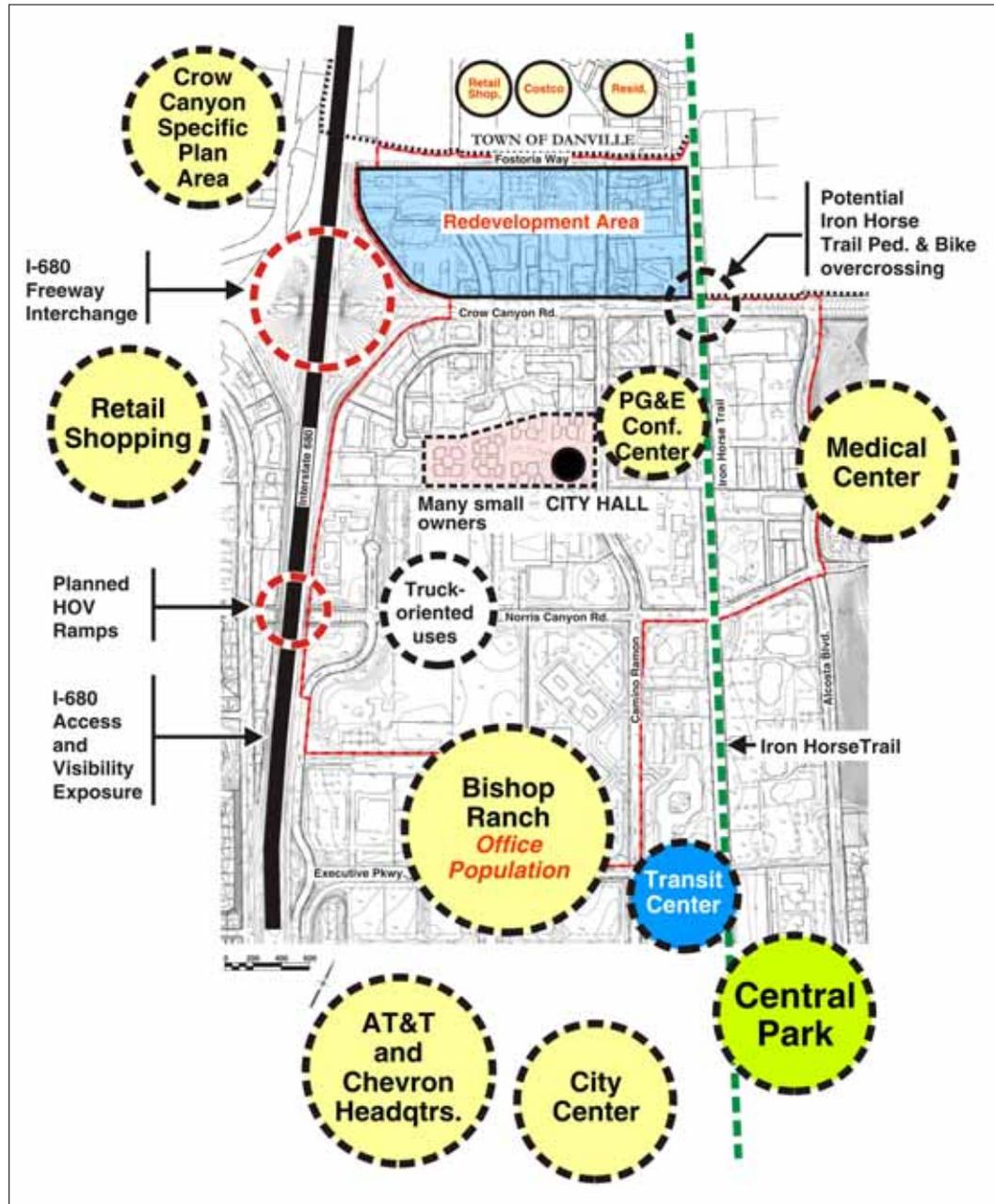


Figure 14: Land Uses and Other Influences

### Freeway Access and Exposure

The project area's location immediately adjacent to a major freeway corridor and the premium placed on that exposure by large retailers and major office tenants offers a unique opportunity to attract high quality users who are not currently represented in San Ramon.

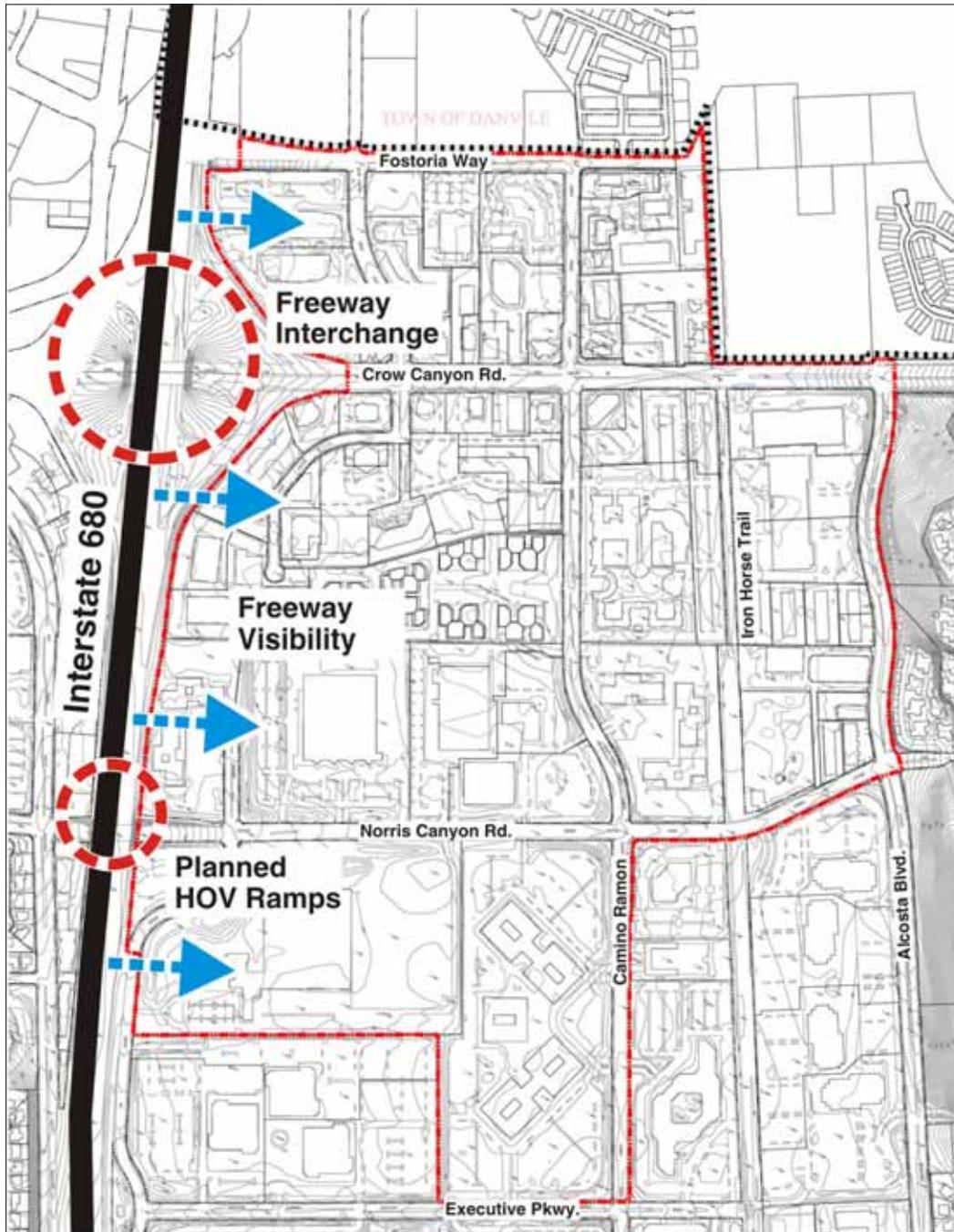
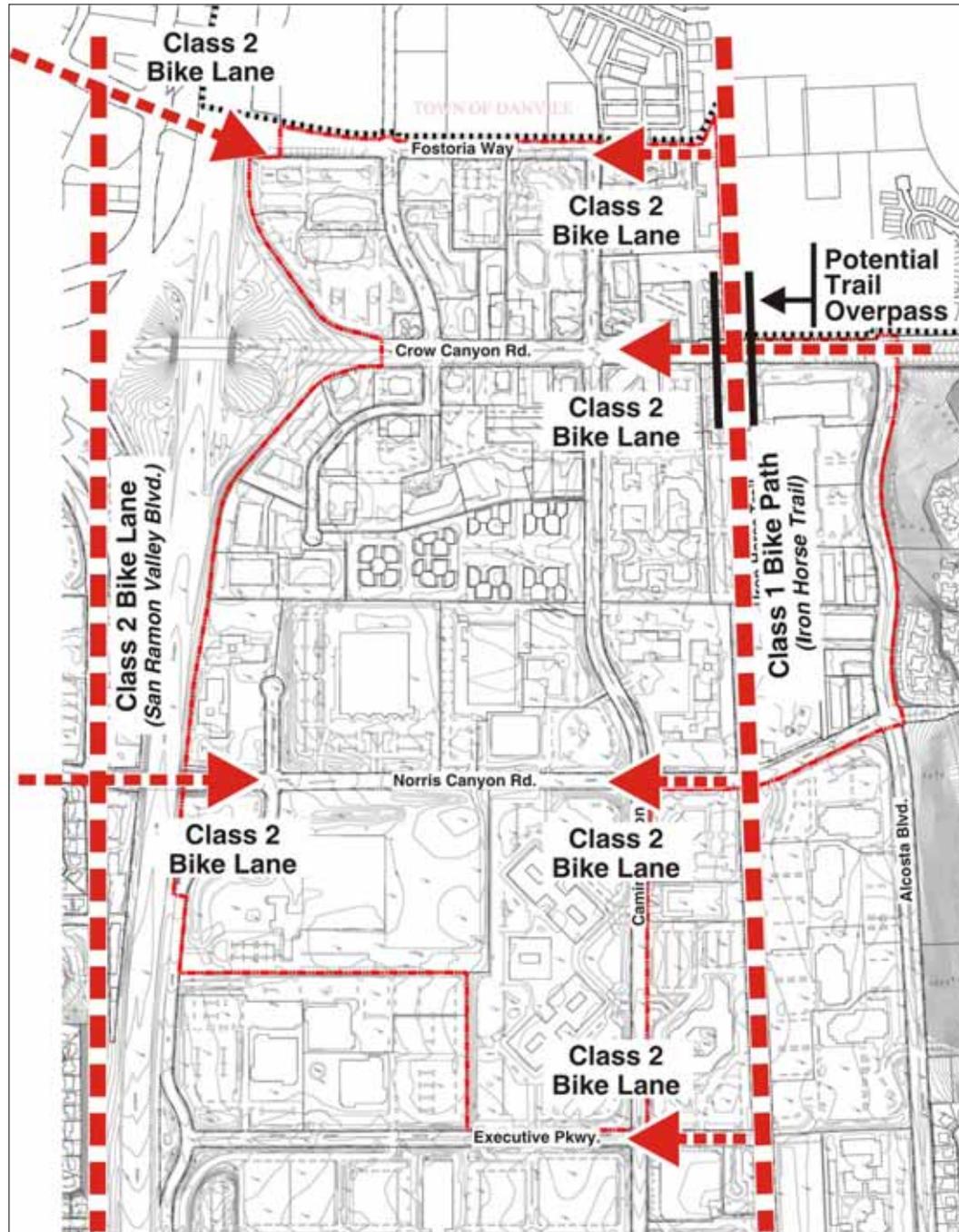


Figure 15: Freeway Access and Exposure

**ALTERNATIVES IDENTIFICATION**

**Bicycle Access**

One goal of the specific plan is to strongly encourage pedestrian and bicycle trips to, from and within the area in lieu of automobile transportation that produces congestion, greenhouse gases and other pollution. The plan area is currently well served by existing bike routes and the Iron Horse Trail, a bike route of regional importance.



*Figure 16: Bicycle Access*

### City-owned Land

The City Hall and Public Safety facility currently occupies a prominent site within the central block, fronting on Camino Ramon. The city also leases additional office space in the area. Once a new City Hall is constructed in City Center, the city will have significant options for reusing this land in support of plan implementation or sale for supportive land uses.

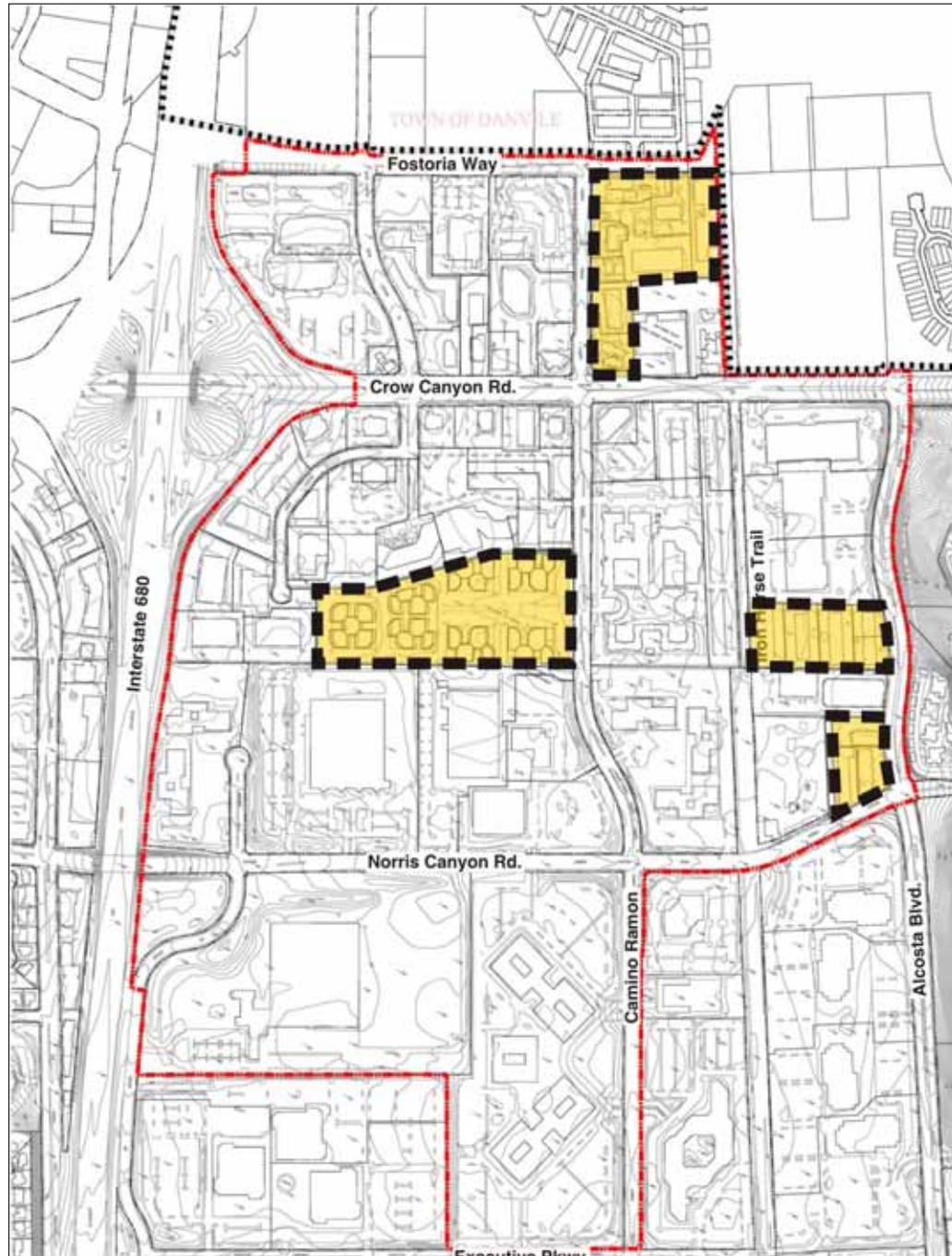


*Figure 17: City-owned Property*

ALTERNATIVES IDENTIFICATION

**Small Parcels**

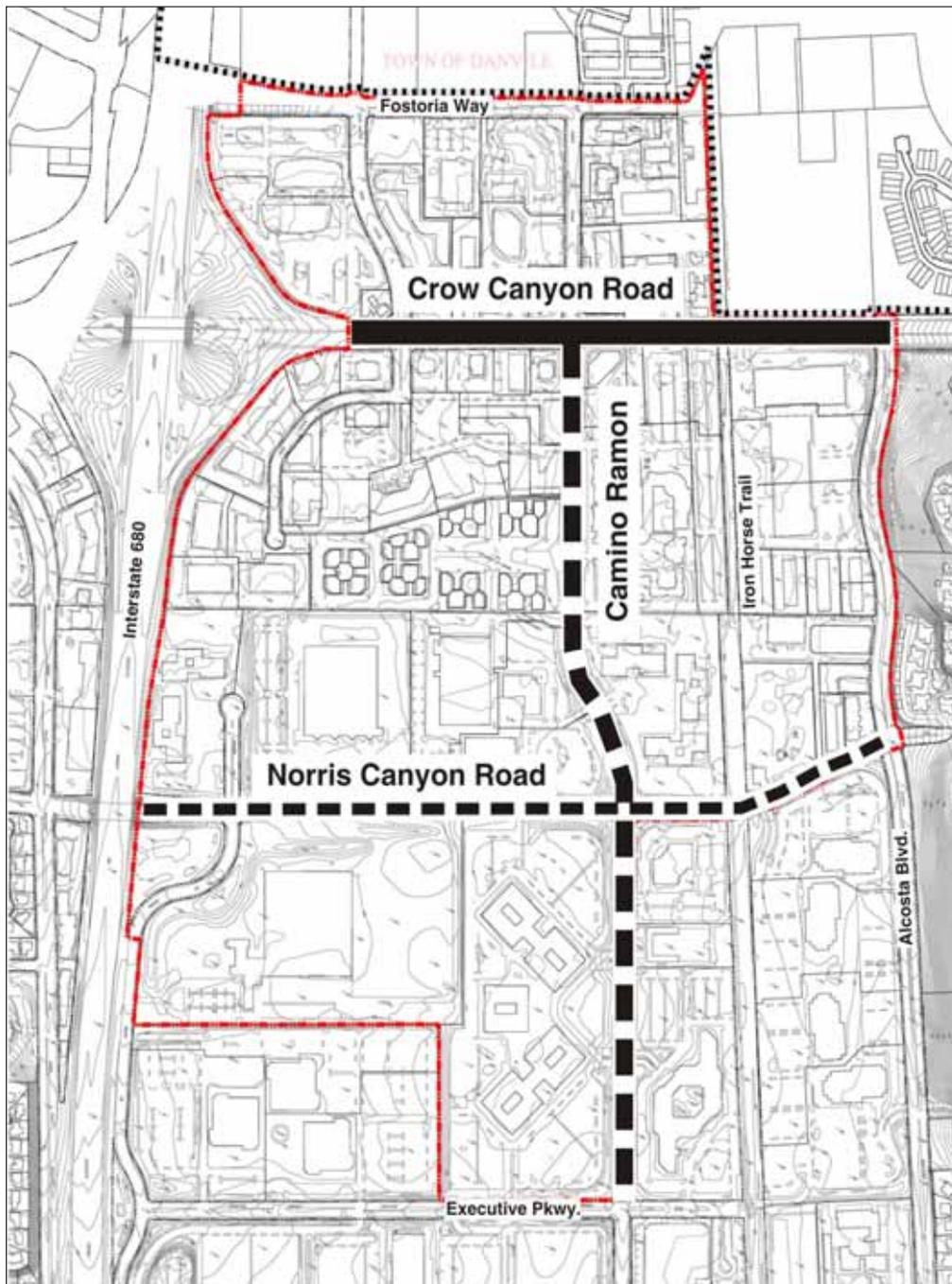
While the majority of the project area is composed of large parcels or collections of smaller parcels under single ownerships, there are some areas which are characterized by small parcels which will be difficult to upgrade or intensify individually. These could pose a long term constraint to plan implementation, and full value realization by their owners.



*Figure 18: Small Parcels and/or Fragmented Ownerships*

### Challenges to Pedestrian and Bicycle Circulation

Crow Canyon Road, Camino Ramon and Norris Canyon Road are all heavily traveled streets with relatively high vehicular speeds. These roadways provide significant challenges to the creation of a fully integrated pedestrian environment for the entirety of the project area.



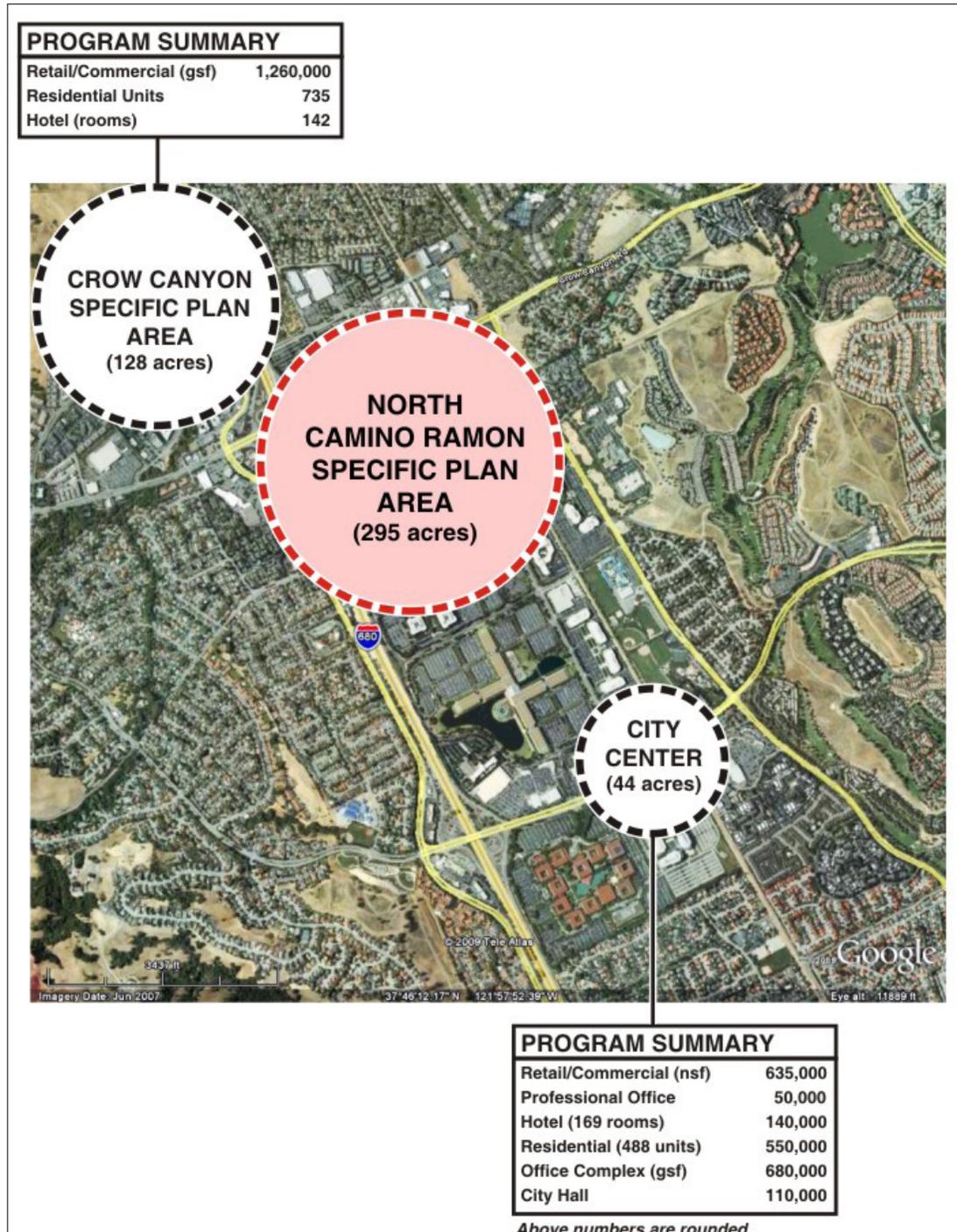
*Figure 19: Challenges to Pedestrian and Bicycle Circulation*

**ALTERNATIVES IDENTIFICATION**

**City Center and Crow Canyon Specific Plan Area**  
 City Center is envisioned as a high quality mixed use area, serving as a strong focal point for the city, and featuring a blend of retail, entertainment, and residential structures along with a new City Hall.

The Crow Canyon Specific Plan Area is planned as a mix of uses to include commercial buildings, residential units and hotel rooms.

The North Camino Ramon Specific Plan will need to complement, not competes with, these two important centers of the community.



**Figure 20:** City Center and the Crow Canyon Specific Plan Areas.

### TRANSIT OPPORTUNITIES

The North Camino Ramon Specific Plan Area is currently served by the transit center located on Executive Parkway immediately adjacent to the Iron Horse Trail. A future transit center is planned within the City Center.

As a part of the planning process for the North Camino Ramon, additional options for transit center locations will be considered to encourage transit usage and a strong pedestrian environment.

Major planned and potential transit improvements in the area include the following:

- HOV (High Occupancy Vehicle) ramps to Interstate 680 are planned at Norris Canyon Road.
- A transit center is currently located on Executive Parkway adjacent to the Iron Horse Trail.
- A new transit center is planned as a part of the City Center project.
- A new transit center within the North Camino Ramon Specific Plan Area is a possibility.

The diagrams below illustrate some of the transit center alternatives.



*Figure 21: Current Transit Center location.*

ALTERNATIVES IDENTIFICATION

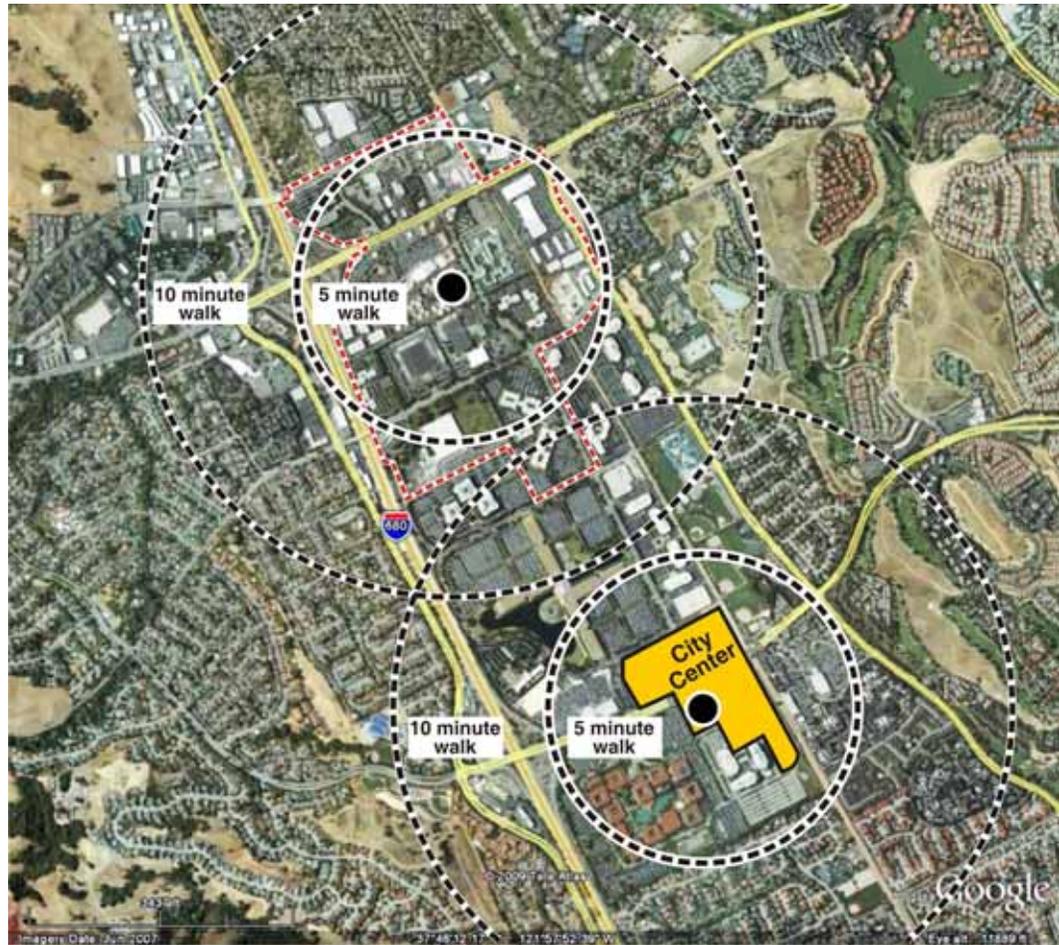


*Figure 22: Current Transit Center plus future Transit Center within City Center*



*Figure 23: City Center plus relocated transit center at Crow Canyon Road and the Iron Horse Trail*

ALTERNATIVES IDENTIFICATION

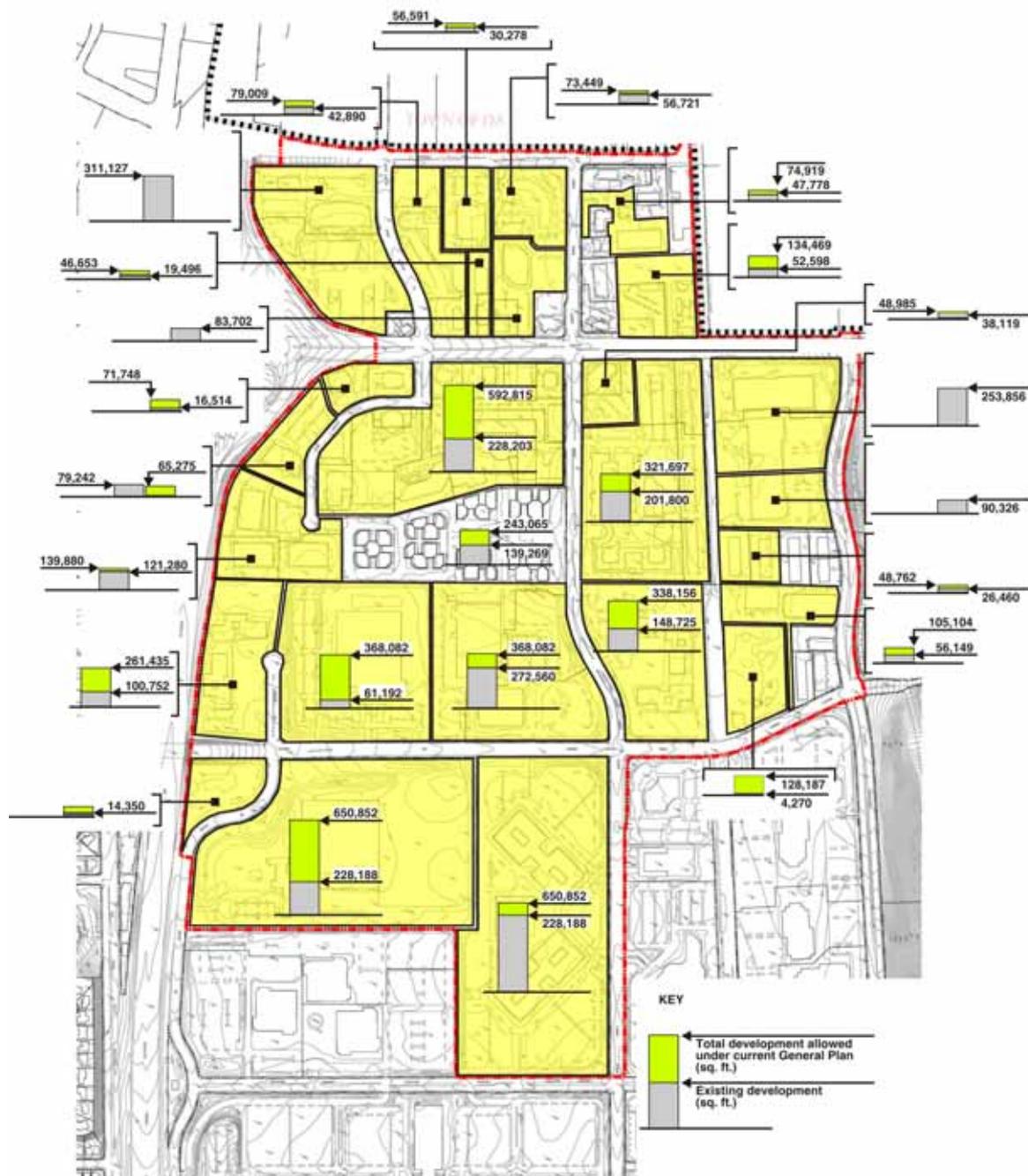


*Figure 24: City Center plus relocated transit center within the heart of the Project Area*

**DEVELOPMENT POTENTIALS**

The North Camino Ramon Specific Plan Area is currently developed at a relatively low intensity compared to what would be allowed under current zoning. The diagram below illustrates the current built development area, and the area allowed by the current zoning classifications, for all properties within the major project area blocks.

Many of the smaller properties will not be able to fully develop to their maximum zoning potential, and some properties owners may not choose to do so. Properties with the most potential for increased development utilization are those that are larger and under single ownership.



*Figure 25: Development Potentials under Current Zoning*





Figure 27: Birkdale Village Example

## BIRKDALE VILLAGE Huntsville, NC

### Key Features

- 52 acres
- Central linear park focal point with a Village Green at the mid-point.
- Parking located along the streets surrounding the linear park.
- Resident-serving shops with residential above along the central linear park.
- 81% of residential units located above retail stores
- Larger format (junior anchor) retail stores with highway visibility along an outside roadway.
- Mix of local and national retailers.
- Sixteen-screen Cinema Complex.
- Clustered restaurant and entertainment uses near the Village Green.
- Four joint use parking structures with surface parking on the outer project edges.
- Rowhouses along the edge of two of the parking structures.
- 400-foot block lengths for pedestrian scale.
- Two to four-story building heights patterned after New England coastal towns.
- Designed to preserve the community's small-town character.

ALTERNATIVES IDENTIFICATION



Figure 28: Valencia Town Center Example

**VALENCIA TOWN CENTER**  
Valencia, CA

**Key Features**

- 80 acres in two separate sections (local focus portion featured in the illustrations above).
- Central Main Street lined with commercial and residential uses.
- Residential units above resident-serving retail, service commercial, and restaurants.
- Major Hotel with parking structure shared with the commercial and restaurant uses.
- Major Health Club with separate parking structure.
- Variety of housing types and parking formats.
- Pocket park at entry to the more residential portion of the project.
- Two to four-story buildings.
- Southern California architectural style with larger buildings designed to appear as aggregation of smaller structures,

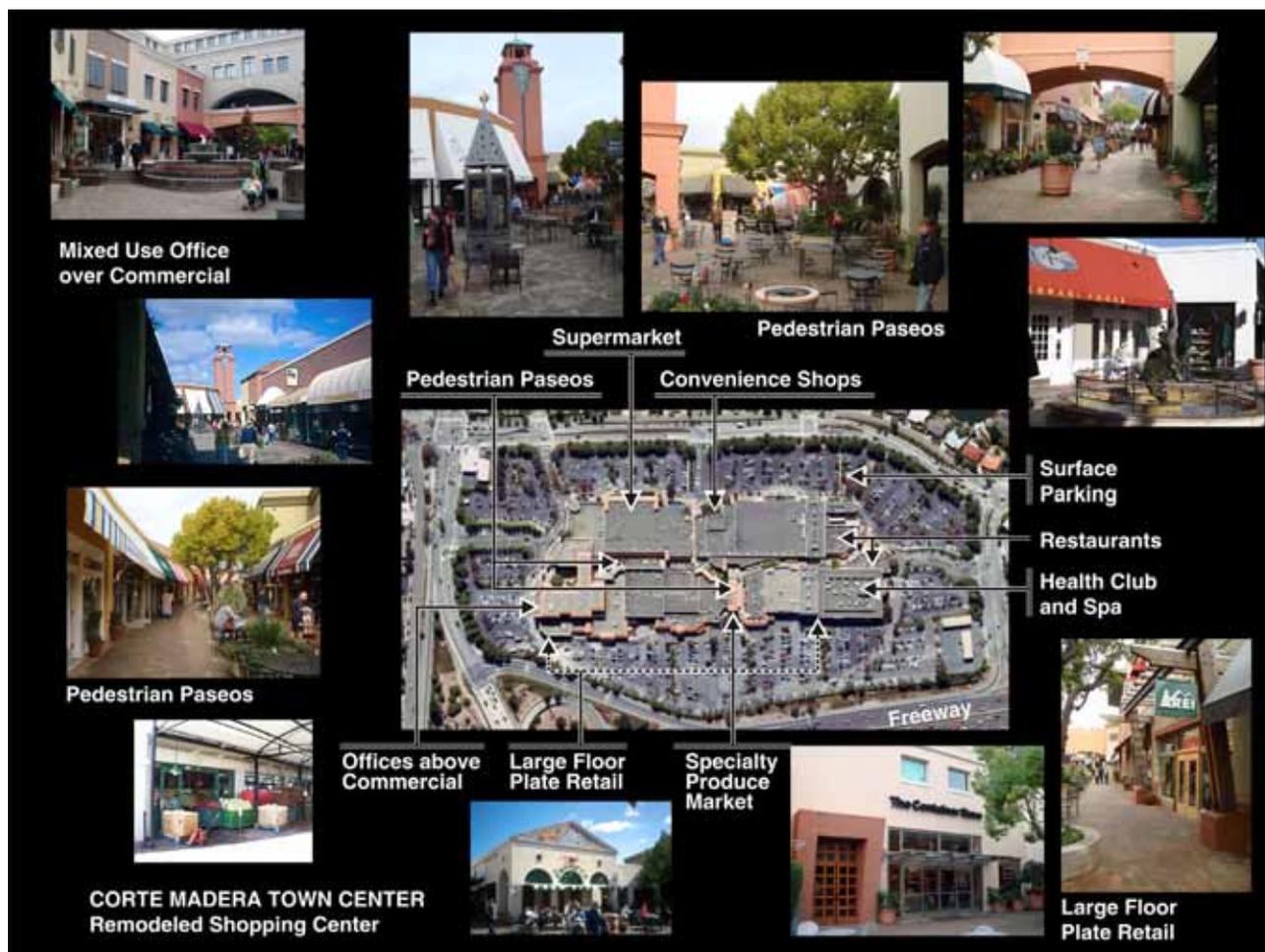


Figure 29: Corte Madera Town Center Example

**CORTE MADERA TOWN CENTER**  
 Corte Madera, CA

**Key Features**

- Located adjacent to Highway 101 in Marin County.
- Large format national tenants facing Highway 101.
- Supermarket and commercial service shops facing the adjacent residential neighborhood.
- Interior pedestrian-oriented paseo lined with small shops and second entries to large format stores.
- Range of restaurant types.
- Mix of local and national retailers.
- Specialty produce and food shops.
- Major health club and spa.
- REI with recreation education classes.
- Second floor offices at south end.
- Surface parking.
- Mix of one and two-stories.
- Mix of Mediterranean and Modern architectural styles.

### **INITIAL DEVELOPMENT CONCEPTS**

Existing traffic and transit networks, infrastructure systems and plans, and environmental base conditions were documented by the team, and a focused market study was prepared to provide a base for the identification and evaluation of alternative development concepts. Those reports along with the physical analysis and lessons learned from research into other communities' experiences on similar planning efforts were utilized to prepare three general development concepts that were presented to the Planning Commission and Economic Development Committee for feedback at their joint workshop on July 21.

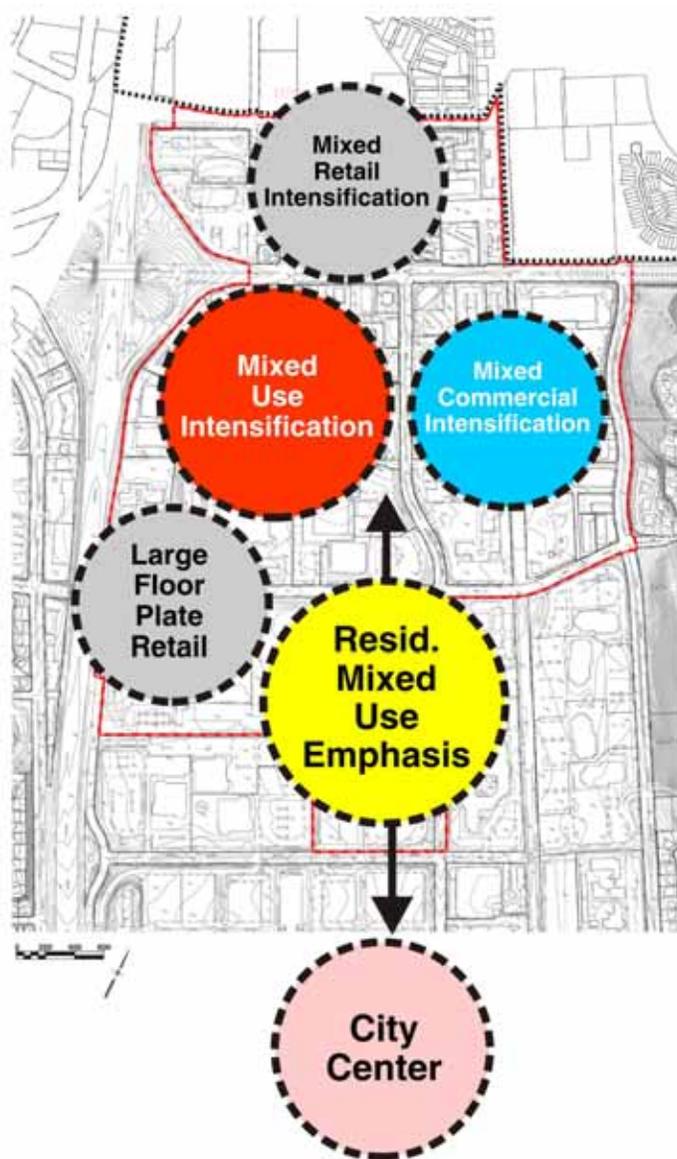
**DEVELOPMENT CONCEPT #1**

This concept focuses on modest change to the North Camino Ramon Specific Plan Area through individual property owner initiative, aided by public sector support. The emphasis would be on extending Crow Canyon Place to link with Annabell Lane to provide a new vehicular link between Crow Canyon Road and Norris Canyon Road. Retail uses that are currently absent from San Ramon are envisioned along this roadway with regional destination larger floor plate retail eventu-

ally located on the Toyota property on Norris Canyon Road, a location for such uses that might otherwise be limited by lack of direct access from Interstate 680.

The Crow Canyon Commons Shopping Center would upgrade and expand over time, and infill residential development could address the city's General Plan Housing Element while providing support for project area uses and for those in the City Center.

Camino Ramon would become a strong focus of activity. Other sites would intensify as their individual potential allowed.



**LAND USE STRATEGY #1**  
**INFILL OPPORTUNITIES CAPTURE**

*Figure 30: Land Use Strategy 1*

ALTERNATIVES IDENTIFICATION

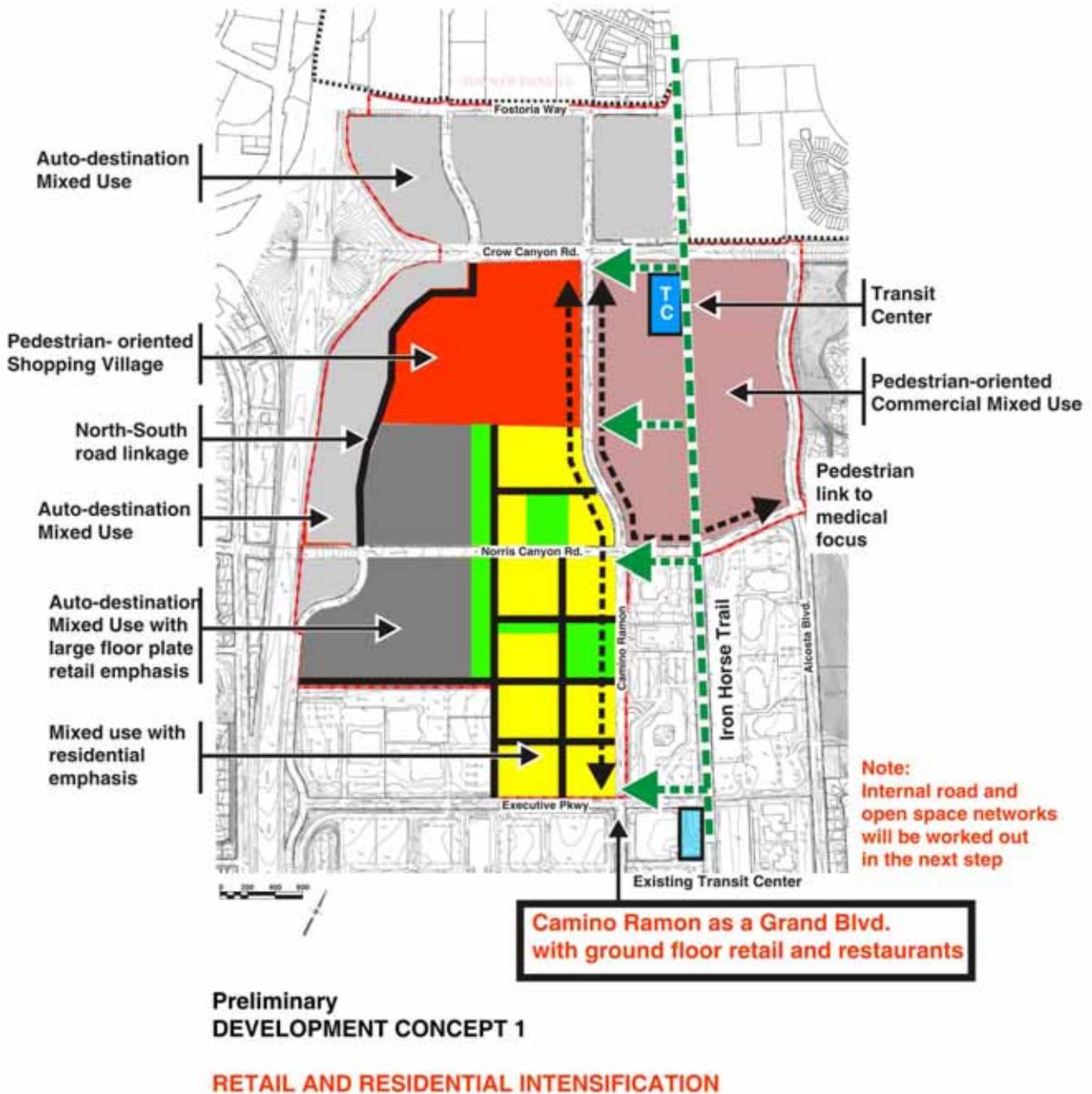
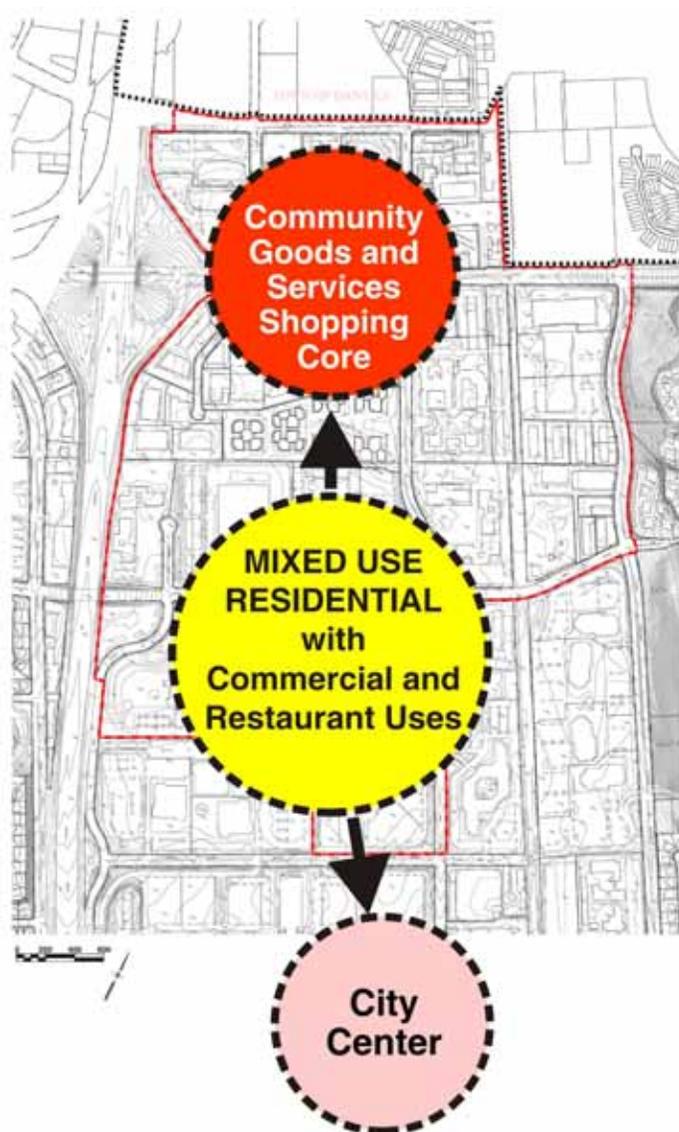


Figure 31: Preliminary Development Concept 1

**DEVELOPMENT CONCEPT #2**

This concept concentrates on greater intensification of pedestrian-oriented commercial development focused on Crow Canyon Road with a stronger emphasis on the creation of a residential community to provide support for both commercial and restaurant uses in the project area and in City Center.

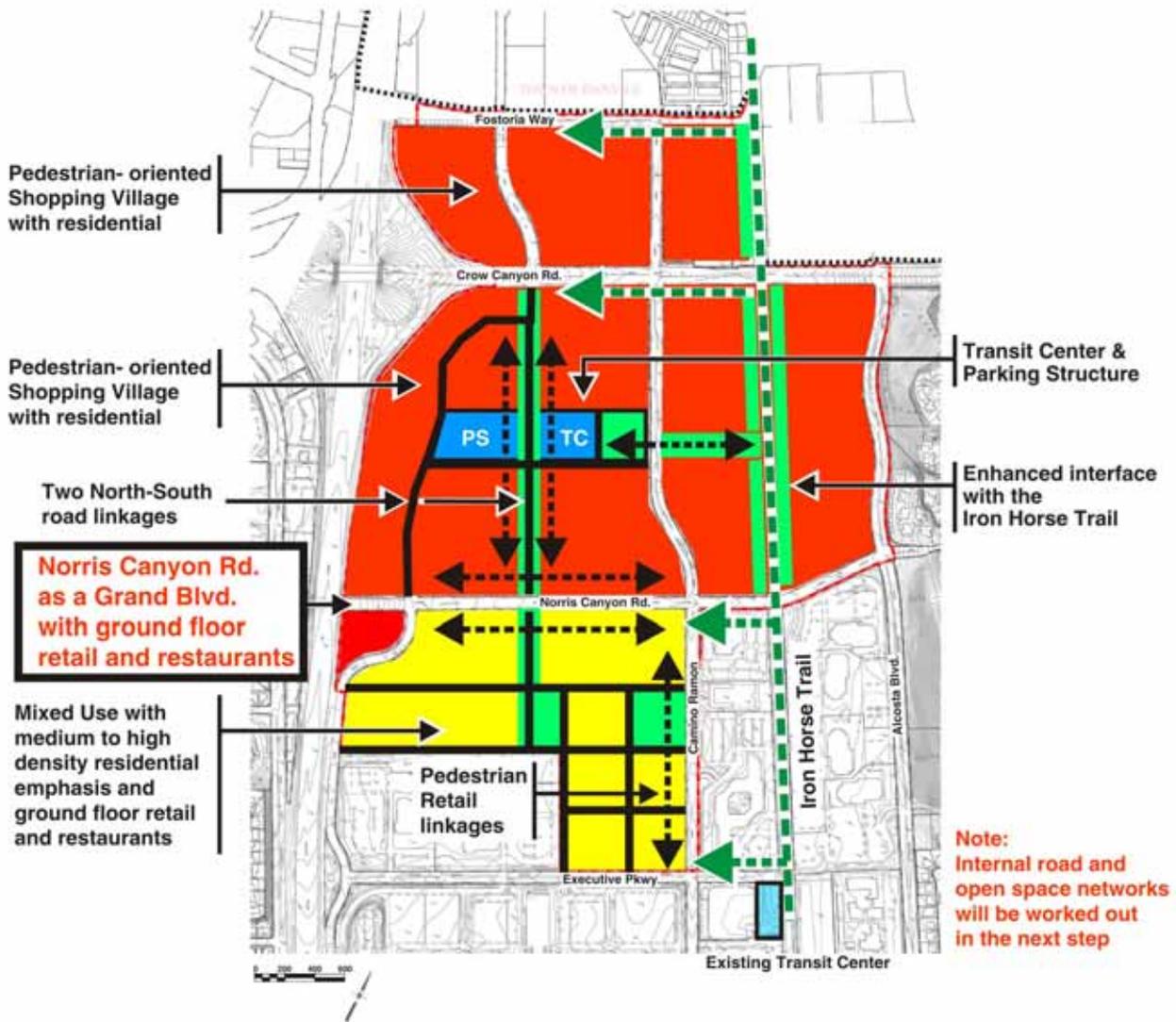
Norris Canyon Road would have a greater emphasis as a residential and commercial mixed-use corridor.



**LAND USE STRATEGY #2**  
**URBAN RESIDENTIAL NEIGHBORHOOD**

*Figure 32: Land Use Strategy 2*

ALTERNATIVES IDENTIFICATION



**Preliminary DEVELOPMENT CONCEPT 3**

**MIXED USE TRANSIT VILLAGE (Vertical Mixed Use Emphasis)**

Figure 33: Preliminary Development Concept 2

**DEVELOPMENT CONCEPT #3**

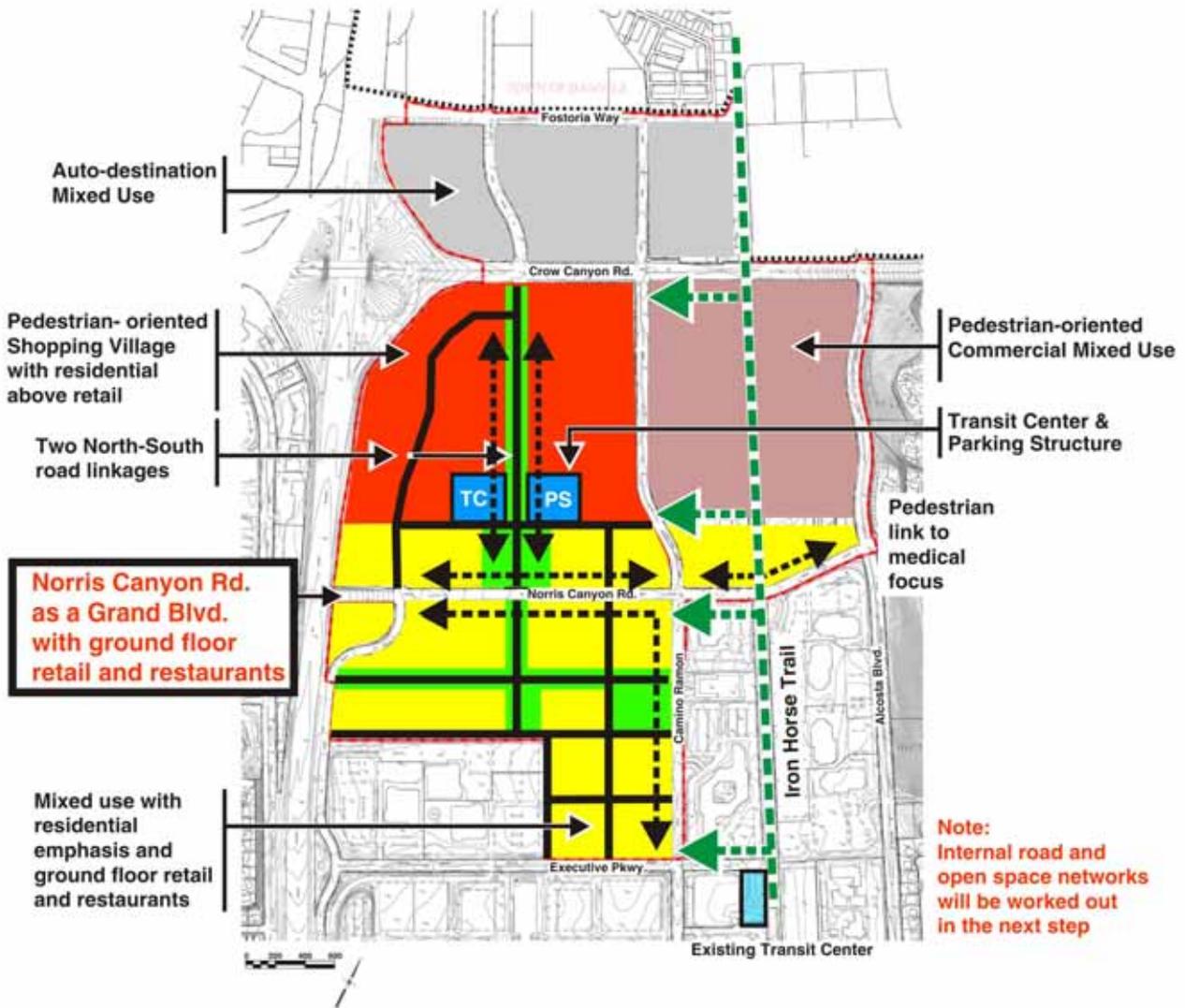
This concept envisions a more complete community of mutually supportive uses with a strong residential community. Pedestrian orientation would be strengthened throughout the North Camino Ramon Specific Plan Area, and vertical mixed use would be strongly encouraged,



**LAND USE STRATEGY #3**  
**URBAN VILLAGE**

*Figure 34: Land Use Strategy 3*

ALTERNATIVES IDENTIFICATION



**Preliminary  
 DEVELOPMENT CONCEPT 2**

**MIXED USE VILLAGE WITH INCREASED RESIDENTIAL EMPHASIS  
 (Horizontal and Vertical Mixed Use)**

Figure 35: Preliminary Development Concept 3

### **WORKSHOP FEEDBACK**

A public workshop was held with the Planning Commission and the Economic Development Advisory Committee (EDAC) on July 21, 2009. The summary of preliminary findings outlined in this document were presented along with the preliminary alternative concepts described on the previous pages,

Feedback from the Planning Commissioners and EDAC members were strongly supportive of Concept 1 which emphasized the accommodation of medium to large floor plate retail uses that are currently limited in the City of San Ramon. Individual members expressed interest in elements of other alternatives, but were strongly focused on a plan that would provide opportunities for retail uses that are currently not represented in the city, and that would provide additional sales tax revenues that would assist the city in providing the high quality of service that residents have come to expect.

### **NEXT STEPS**

The alternative concepts will be refined along with estimates of reasonable commercial development. Urban design concepts focused on the creation of a pedestrian-oriented community of uses that is consistent with the overall community self identity will be integrated into the land use concepts.

The alternatives will be analyzed and compared to provide citizens and decision makers adequate information to provide direction for the detailed development of the North Camino Ramon Specific Plan.

**APPENDICES**

**Focused Market Study**

Keyser Marston Associates

**Existing Conditions Summaries**

**Transportation**

Kimley-Horn and Associates

**Infrastructure**

Ruggeri-Jensen-Azar & Associates

**Environmental Assessment**

Michael Brandman Associates