



DRAFT CROW CANYON SPECIFIC PLAN

May 13, 2020

DYETT & BHATIA
Urban and Regional Planners



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CITY OF SAN RAMON

May 2020

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CHAPTER

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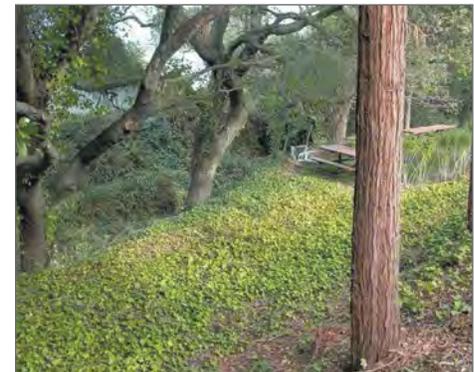
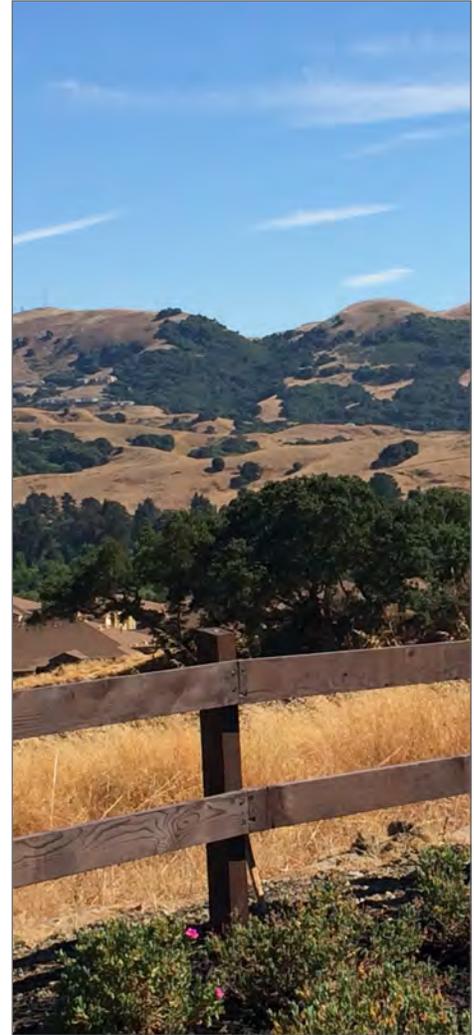
Plan Overview

1 PLAN OVERVIEW

SUMMARY

The Crow Canyon Specific Plan provides a vision for an area of San Ramon that is currently underutilized but has the potential to develop into a vibrant mixed use district for the community. The purpose of the Plan is to guide the evolution of this 134-acre office and service commercial area in a way that will encourage coordinated development, which responds to citywide and regional objectives as well as to local and neighborhood considerations. A key objective is to create a new mixed-use residential and retail village node in the heart of the Plan Area, while strengthening the role of San Ramon Valley Boulevard as a commercial corridor and preserving viable existing service commercial uses wishing to remain.

The intent of the Specific Plan is to focus near-term development and improvements at the prominent intersection of San Ramon Valley Boulevard and Deerwood Road, where traffic volumes are highest and retail has the best chance of success. This location is already attracting interest from the development community and the objective is to use that momentum to create a village-like node of mixed use residential and retail development here that will catalyze positive change in the Plan Area over the long term. The Plan establishes a clear framework of land use policies and regulations that provides investors with a level of certainty regarding the future form and character of development. Additionally, the Plan provides guidelines that encourage thoughtful new development that complements and enhances existing uses. Recognizing that full buildout of the Crow Canyon Specific Plan will take place incrementally over a period of 20 years, the Plan establishes a vision and a roadmap for implementation that will help avoid piecemeal decisions and missed opportunities.



More specifically, the Crow Canyon Specific Plan provides for:

1. Infill development and the intensification of uses on vacant and underutilized properties within the area for a vital mixture of residential and commercial uses including:

- Up to 634 new residential units concentrated primarily in and around a walkable Village Center so as to support the economic viability of existing and future retail and restaurant uses in the area;
- The allocation of at least 15 percent of these new housing units to a mix of low- and very low-income households, including families, service workers, and senior citizens, consistent with the City’s Inclusionary Housing Ordinance;
- Up to 40,000 square feet of new, neighborhood-serving retail shops, restaurants, and local businesses to serve future residents of Plan Area and surrounding neighborhoods; and
- The infill and intensification of non-residential uses in the balance of the Plan Area with up to 270,000 square feet of new commercial, office, and service commercial uses, typically free-standing small and medium-scale businesses.

2. The establishment of development standards and design guidelines, which provide for:

- The creation of a cohesive and pedestrian-friendly Village Center with a strong identity, an intimate human scale, and a vertical and horizontal mixture of uses;
- Appropriate separation and buffering between new development and existing and future production, distribution, and repair businesses;
- The strengthening of San Ramon Valley Boulevard as a commercial corridor and gateway into the community; and
- Protection of valuable riparian habitat and improvements that enhance the creeks as a natural amenity for the community.

3. Public realm improvements, including:

- Design and construction of a creekside park and multi-use trail system to create a publicly accessible open space amenity for the community that enhances the character and sense of place;
- Convenient mid-block pedestrian connections that facilitate access on foot to shops and services and the creekside park and trails;
- Provision of sidewalks and bicycle lanes on Old Crow Canyon Road to create a multi-modal connection between the Village



Center and existing and planned office and residential development in the south of the Plan Area; and

- Facade and landscaping improvements to beautify existing properties, facilitated by a targeted program staffed by City employees or members of a local merchants' organization.

BACKGROUND

The Plan Area is generally bounded by the Town of Danville to the north, the Preserve subdivision and multi-family residential uses to the west, Crow Canyon Road to the south and Interstate 680 (I-680) to the east. Figure 1-1 shows the location of the Plan Area within the region, while Figure 1-2 shows the Plan Area boundaries and context. The 134-acre Plan Area contains the earliest commercial development in the city with a wide variety of retail, office, and auto-related commercial businesses. Before construction of the I-680 freeway in 1966, San Ramon Valley Boulevard was the principal north-south link between Walnut Creek and Pleasanton and was fronted by the auto-oriented commercial uses typical of such highways. Over time, the area has added office and service commercial uses, and evolved into San Ramon's primary service-commercial district with automobile sales and repair, construction contractors, building materials, warehousing and storage, home repair services and maintenance supplies.

Since incorporation of the City, the Crow Canyon area has been the focus of numerous planning efforts, including the 1986 Downtown Specific Plan, the 1991 Conservation and Enhancement Program, and the 2006 Crow Canyon Specific Plan. The original concept for the area as a downtown for the community was preempted by the development of the City Center Complex, which shifted the community's focus southward and east of I-680, and diverted demand for the retail marketplace envisioned by the Downtown Specific Plan. Subsequently, the fragmented ownership pattern in the area and the dissolution of the Redevelopment Agency impeded implementation of envisioned plans.

As an area that can support infill residential development to help meet the community's unmet housing need, the Crow Canyon area represents an important opportunity for the city. Since 2015, the Plan Area has been the focus of attention from the real estate development community and the City has received several development proposals. However, the scale and development profiles of the projects proposed has not been in keeping with community expectations for the character of the area, and other changes in circumstances, including the emergence of e-commerce and the loss of Redevelopment as source of funding have triggered the need to recalibrate the Plan.

In 2017, in response to community concerns, the City Council approved a residential density range modification for the area and directed staff

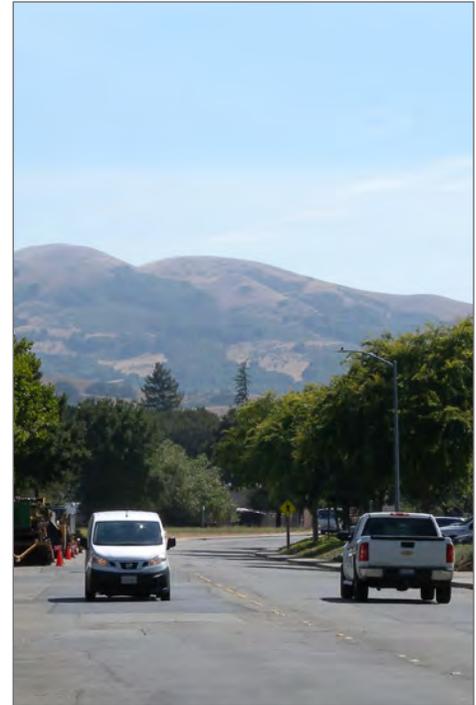


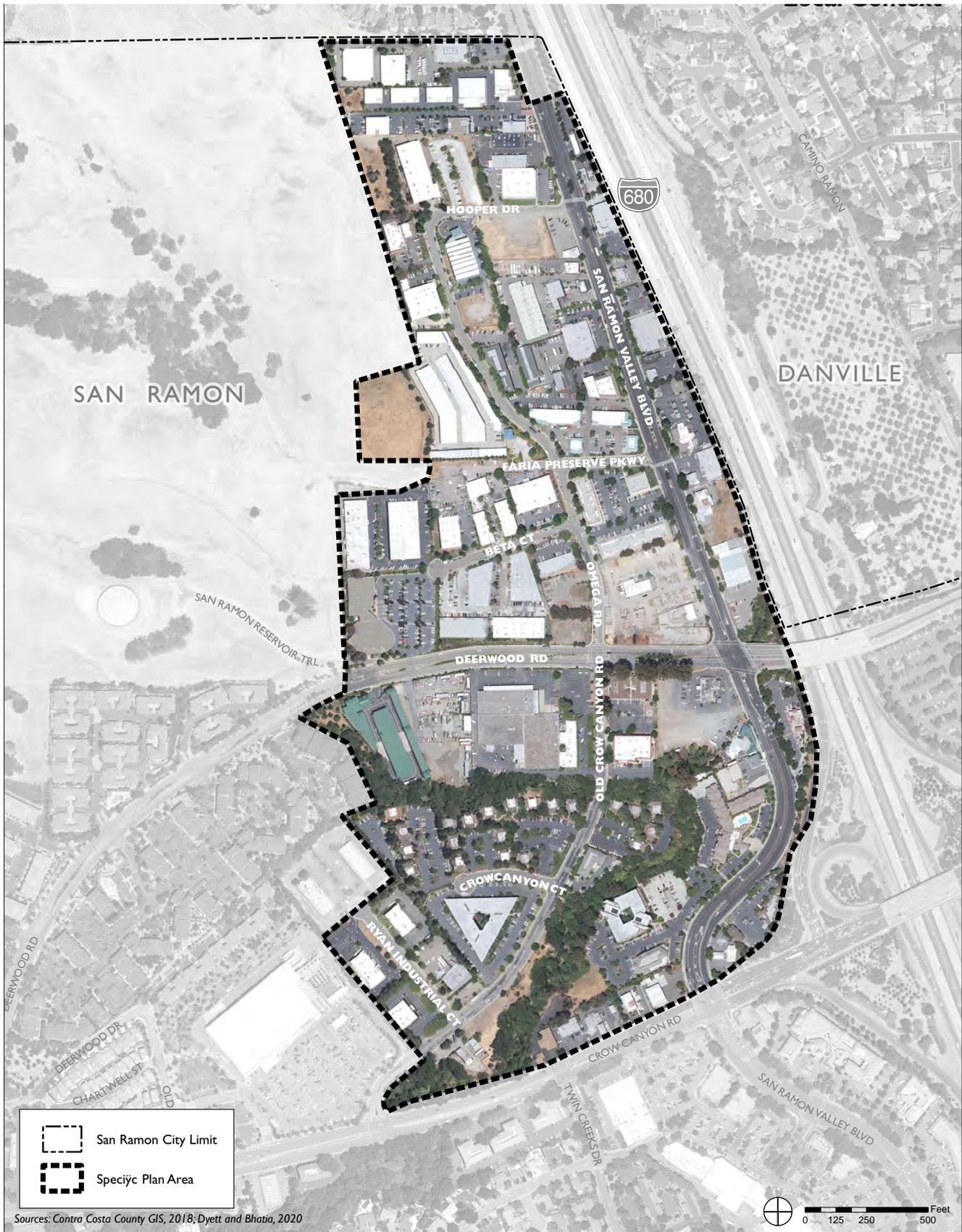
FIGURE I-I: REGIONAL CONTEXT



Sources: Esri, 2018; Contra Costa County GIS, 2018; Dyett and Bhatia, 2020

- Railroad
- Crow Canyon Specific Plan Area
- Contra Costa County

FIGURE I-2: LOCAL CONTEXT



to proceed with a more comprehensive update to:

- Remove the Housing Overlay north of Faria Preserve Parkway from the Plan.
- Provide incentives to current property owners to improve their properties.
- Refine the mix of housing and commercial uses to establishing the critical mass of housing needed to support local retail and commercial.
- Remove the extension of Twin Creeks Drive from the Plan.
- Rethink the Omega Road and Hooper Drive right-of-way widths.
- Integrate biking and walking into the Plan, and emphasis on shared parking and connectivity between smaller projects.
- Provide sufficient land for housing development, consistent with the need to meet the City's State-mandated Regional Housing Need Assessment (RHNA) allocation.
- Rewrite development standards to be specific, detailed and ready to implement given State preemptions and evolving housing policies.
- Allow residential on the first floor and the use of horizontal mixed use where appropriate.
- Integrate the historic aspects of the area in the Plan and Plan name.
- Allow residential on the first floor and the use of horizontal mixed use where appropriate.

SCOPE OF THE SPECIFIC PLAN

The Crow Canyon Specific Plan establishes the location, intensity and character of land uses, the circulation pattern and necessary infrastructure improvements to support development, the location and configuration of parks and community facilities within the area, and the implementation actions required to realize the Plan's objectives. As such, the Specific Plan provides detailed policy, elaborating on the City's 2035 General Plan, which is the principal tool that guides growth and development within the City. Because the Specific Plan is also adopted by ordinance, it is the primary land-use regulatory tool for the area, taking precedence over the Zoning Ordinance.

A programmatic Environmental Impact Report (EIR) was prepared for the 2006 Specific Plan (SCH# 2003122087) and the Final EIR certified by the City Council in April 2006. Subsequently, an addendum to the Final EIR was prepared, demonstrating that the Plan, as amended in 2020, would not result in new or substantially more adverse environmental impacts than those identified and mitigated in the 2006 EIR.

PLANNING APPROACH AND PROCESS

At the outset of the planning process for the update to the Plan, staff and the consultant team prepared a series of memos on existing conditions in the Plan Area as well as a diagnostic of the 2006 Plan and a review of the implications of recent State housing law. Those memos were presented to the City Council and Planning Commission at a joint study session on September 18, 2018 to confirm direction for the update and kick off the project.

Subsequently, on October 2, 2018 a community workshop was held to present existing conditions information relevant to the Plan Area and to receive input from local area residents, property owners, and the Planning Commission regarding different options and alternatives for land use, connectivity and urban design. Input from the October community workshop was used to develop three distinct alternatives which were then used at a second community workshop held in December 2018 where participants completed a map-based small group activity to build their own “preferred alternative,” combining elements from multiple alternatives to best address the key opportunities and challenges at hand. Based on input received at the October and December community workshops, a Draft Preferred Alternative was prepared to reflect the key points of consensus that emerged from the workshops, including the optimal location for new mixed use retail/residential development; desired density and development intensity; routes for bicycle and pedestrian connectivity; and the character of subareas within the Plan Area. The Draft Preferred Alternative was reviewed by the Planning Commission, and refined at a series of study sessions between February and July 2019, and then ultimately approved by the City Council on September 10, 2019.

Based on the approved Preferred Alternative and direction from the Planning Commission received in the course of study sessions in November 2019 and January 2020, the implementing policy framework, development standards, and design guidelines in the 2006 Plan were updated and a draft plan produced.

The development of this Plan has resulted from an iterative process of exploring and refining alternatives. Options focused on the realization of clearly stated objectives established by the City Council at the outset of the process. The alternatives were effective tools for focusing discussion, testing and evaluating concepts, and achieving general consensus for the ultimate concept.



Goals and Objectives

The overall goal of the Crow Canyon Specific Plan is: to guide the future redevelopment of the area as a mixed-use neighborhood, integrating multi-family housing with office, retail and service uses at a pedestrian scale and to implement the Smart Growth mandate of the General Plan.

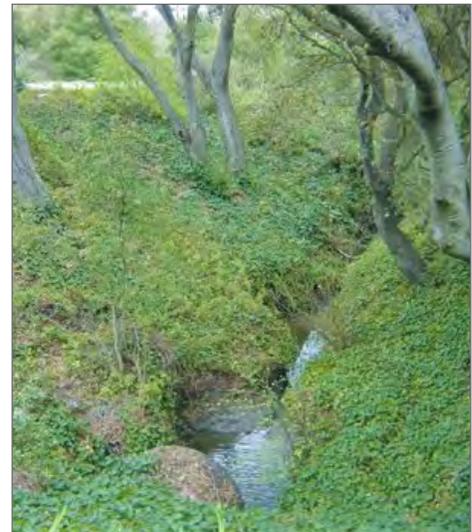
OBJECTIVES

1. Provide for the phased redevelopment and recycling of underutilized lands within the Crow Canyon Specific Plan Area.
2. Create a pedestrian-friendly Village Center with retail shops, restaurants and other neighborhood-serving amenities that provide the Crow Canyon area with an attractive community-gathering place, a stronger sense of place.
3. Develop housing that contributes to the creation of a vibrant mixed-use node in the Village Center and to the City's affordable housing goals.
4. Ensure that the design of new development and connectivity improvements promote a human scale and establish a town character within the area.
5. Ensure that viable existing businesses can continue to thrive as redevelopment occurs.
6. Promote sustainability through compact development that encourages alternative modes of travel and innovative building and open space design that conserves and protects natural resources.
7. Synchronize the provision of infrastructure, open space, and public realm improvements with the timing of new infill development and redevelopment by requiring the dedication of easements and the payment of appropriate development impact fees.

Summary of Opportunities and Constraints

Key opportunities for achieving the stated objectives include:

- The City’s 2035 General Plan has already established public policy for the intensification of the area as a mixed-use district.
- There are over 30 acres of vacant and underutilized property within the Plan Area that can support infill development and redevelopment. Since 2006, approximately 20,000 square feet of new non-residential uses have been constricted in the Plan Area, and several property owners are interested in redeveloping their properties.
- Current and foreseeable real estate market conditions appear to be supportive of a range of residential developments including townhouses, apartments and condominiums.
- Areas immediately to the west of the Plan Area have already been developed with medium density housing and the Preserve subdivision in the Northwest Specific Plan Area will construct approximately 600 new homes, providing new rooftops to support the retail base desired in the Plan Area.
- San Ramon Creek and its east-west tributary, which wind through the southern portion of the Plan Area, represent a unique natural amenity that could contribute to the identity and quality of life in the area. Undeveloped portions of the channel and banks might be improved with walking and bicycling trails and open spaces, including the City-owned parcel on the south side of Old Crow Canyon Road.
- The Plan Area has other positive characteristics and features that could contribute to the creation of a unique mixed-use district, including:
 - Direct access to both the regional and local transportation networks, with a freeway interchange adjacent to the southeast and San Ramon Valley Boulevard, an important north-south arterial running through the area that provides linkages to destinations in San Ramon and other valley communities from Walnut Creek to Pleasanton;
 - Old Crow Canyon Road which has the potential to be transformed into a pedestrian-friendly village street connecting the Village Center with the Creekside park, offices and residences further to the south;



- Scenic hills that frame the area to the west and impressive views of Mount Diablo from higher terrain in the Plan Area that can contribute to a distinctive sense of place; and
- Established office and service-commercial businesses that can contribute to the economic vitality of the area

There are several challenges that will need to be addressed to accomplish the project objectives:

- Integrating new residential and retail uses into the area while also preserving viable service commercial businesses that are established and wish to remain. This will require strategies for minimizing potential conflicts between uses and creating a cohesive, mixed use district.
- At prominent locations, there are contiguous parcels that are under separate ownership or developable area is constrained by creek setback requirements. Strategies for facilitating lot consolidation will be needed to allow for development at key locations as needed to achieve the vision of the Plan.
- Large blocks and streets sized for the automobile limit connectivity for pedestrians.
- Properties east of San Ramon Valley Boulevard are particularly constrained because of their small area, shallow depth (55 to 185 feet), and location immediately adjacent to I-680.
- Given high construction costs and land values prevalent throughout the Bay Area, affordable housing projects will face financial feasibility constraints.
- Residential redevelopment will have fiscal implications, requiring additional public services and associated costs, and new public open space within the area.
- There is little public land in the area for new open space; the properties designated for open space and parks in the 2035 General Plan are only partially owned by the City, while San Ramon Creek is mostly in private ownership.
- Freeway noise in excess of 70 dB will need to be mitigated to support residential development and to create a comfortable pedestrian environment.
- Any creekside trail or open space improvements adjacent to San Ramon Creek and its east-west tributary will need to avoid significant impacts on habitat and wildlife and comply with regulatory agency requirements.



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CHAPTER

2

Summary of Existing Conditions

2 SUMMARY OF EXISTING CONDITIONS

HISTORIC CONTEXT

For centuries, Ohlone/Costanoan-speaking Seunen tribe lived adjacent to creeks throughout the San Ramon Valley, hunting, fishing, and gathering. Europeans arrived in the late 18th Century, when the area became grazing land for Mission San Jose. The first European settlement in the area was located in the heart of the Crow Canyon Specific Plan Area at the modern-day intersection of Deerwood Road and San Ramon Valley Boulevard. Since this earliest settlement, the community has been known by several names. It was first called Brevensville (for blacksmith Eli Breven), then Lynchville (for William Lynch) and Limerick for the many Irish settlers who came to the area. In 1873 when a permanent post office was established, it was called San Ramon.

During the 1860s, the village flourished, becoming a hub of community activity. The village center which organized itself along County Road No. 2, now known as San Ramon Valley Boulevard, included saloons, a jail, Chinese wash houses and blacksmith shops. In 1864 a stage line established by Brown and Co. connected San Ramon with Oakland through the valley. A church was dedicated in 1860, the general store was built in 1863 and students left their home-based classrooms to attend the San Ramon Grammar School in 1867.

Agriculture was the basis for the economy of San Ramon and the surrounding Tri-Valley communities. When the railroad came to California in the 1860s, small farming community leaders believed rail service to their communities would bring them prosperity. Farmers and ranchers from Danville, San Ramon, Alamo, and the Tassajara Valley had to haul their cattle, grain, hay and fruit over dirt roads which were impassable during the winter rains, and the railroad offered an easier, more reliable route to the deep-water ports of the Carquinez Strait.

The San Ramon Branch Line of the Southern Pacific Railroad came into operation in 1871 and proved to be a significant transportation asset for people in the valley for a time. The Iron Horse, as the railway was known, allowed a shift from grain to more lucrative crops such as livestock, vegetables, almonds, walnuts, grapes, plums and pears. Until 1934, the branch line carried passengers as well, but with the advent of the automobile ridership dwindled and the focus of the rail shifted to freight. Freight trains continued to run for several decades, but with the completion of Interstate 680 (I-680) in 1966, trucks proved more competitive and the railway ceased operations in 1978.

In 1966, the new Interstate 680 freeway was completed through San Ramon to Dublin, accelerating the pace of growth considerably. For



many years a sign “San Ramon Population 100” had accurately reflected the number of people in the area; however, by 1970, the community, noted as “San Ramon Village” in the Census, had grown to 4,084 people. Ten years later the town had grown to 22,356. In 1983, San Ramon voters decided overwhelmingly to incorporate as a separate city and took control over development, police, parks and other services.

Before construction of the I-680 freeway in 1966, San Ramon Valley Boulevard was the principal north-south link between Walnut Creek and Pleasanton and was fronted by the auto-oriented commercial uses typical of such highways. Over time, the area has added office and other commercial uses, and evolved into the City’s primary service-commercial district with automobile sales and repair, construction contractors, building materials, warehousing and storage, and home repair services and maintenance supplies.

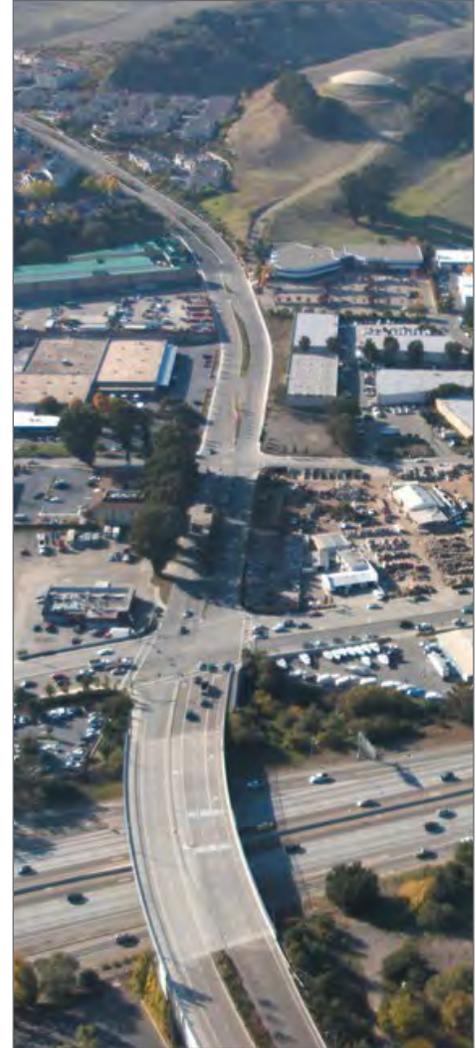
The Crow Canyon area has seen gradual development over the last three decades. To the south, development in the Twin Creeks area began in 1969 and continued south across Crow Canyon Road. More recently, the area directly west and southwest of the Plan Area was opened with the extension of Deerwood Road and the construction of multi-family housing developments, including most recently at Ryan Terrance. Buildout of the Northwest Specific Plan Area, directly to the west and northwest, has begun with up to 600 new homes in the Preserve Subdivision linked to San Ramon Valley Boulevard by the westward extension of Purdue Road renamed Faria Preserve Parkway in 2019.

Immediately to the north of the Plan Area is a single-family residential neighborhood that is part of the Town of Danville. The area immediately east of I-680 is characterized by commercial and retail development that occurred because of the direct freeway access and visibility.

PREVIOUS PLANNING EFFORTS

Following incorporation in 1983, the City initiated a series of planning efforts seeking to create a downtown for San Ramon in the Specific Plan Area. The Downtown Specific Plan, which covered about 267 acres in the northwest quadrant of I-680 and Crow Canyon Road, was adopted on November 19, 1986. In May 1987, the Community Redevelopment Project Area Plan was adopted for the Alcosta Redevelopment Area (about 121 acres) and the Crow Canyon Redevelopment Area (about 484 acres, including the Downtown Specific Plan).

Realization of the downtown concept was pre-empted by the development of the City Center Complex, the Central Park, San Ramon Community Center and San Ramon Library, which shifted the community’s focus southward and east of I-680, and diverted demand for the retail marketplace envisioned by the Downtown Specific Plan. A prior vision to develop a downtown retail core was unsuccessful, and a new planning effort was undertaken for the entire Crow Canyon Redevelopment Area, culminating in adoption of the Conservation and Enhancement Program on April 23, 1991.



Whereas the Downtown Specific Plan had envisioned large-scale land clearance and high-intensity development, the Conservation and Enhancement Program favored a market responsive approach focused on business retention. The Program called for the creation of a Redevelopment Overlay District with large lot dimensions intended to encourage the consolidation of sites that would otherwise be developed in unrelated increments. To implement the Conservation and Enhancement Program, the Redevelopment Overlay and a Planned Development district were applied to portions of the Plan Area. For example, the narrow strip between San Ramon Valley Boulevard and I-680 was rezoned Thoroughfare Commercial-Redevelopment Overlay (CT-R) to provide an incentive for lot consolidation in the form of increased floor-area ratio (FAR) and reduced landscaping.

Pursuant to the 2020 General Plan, adopted in 2002, the Crow Canyon Specific Plan was prepared to guide development in the Crow Canyon area, taking advantage of a Redevelopment Agency owned site at the northwest corner of Deerwood and Omega Roads. After the Plan was adopted in 2006, the onset of the Great Recession and then the dissolution of Redevelopment Agencies by the State stymied implementation of the Plan and today much of its vision remains unrealized, although today the area is again attracting the interest of developers.

LAND USE CONTEXT

The 2035 General Plan designates the vast majority of the Plan Area as Mixed Use, with a range of residential, retail, service, and office uses allowed, and envisions a new park in the southern portion of the Plan Area adjacent to San Ramon Creek. The San Ramon Zoning Ordinance defers to the Crow Canyon Specific Plan, which contains specific zoning regulations and design standards applicable in the Plan Area.

Site Vicinity Land Uses

To the west of the Plan Area lies the Northwest Specific Plan Area, envisioned for development with urban neighborhoods with a variety of housing types, public/semipublic uses and parkland and open space areas. Specific land uses include preservation of open hillside areas and a mix of single-family and multifamily residential uses. Also to the west is the former Crow Canyon Redevelopment Plan/Conservation and Enhancement Program area, where land uses include open space and multifamily residential uses (Pinnacle Crow Canyon, Promontory Pointe, and Stonepine developments) along with commercial retail uses (the Old Mill Commercial Center with a Home Depot and Staples).

To the east of the Plan Area lies I-680 and the Town of Danville (north of Fostoria Way) with residential and office uses. The rest of the eastern surrounding area (south of Deerwood Road) includes other land within the Crow Canyon Planning Subarea containing residential and commercial office/business park-related uses.



The northern surrounding area includes the Town of Danville's residential, multi-family development called the Danville Ranch development. The southern surrounding area (to the south of Crow Canyon Road) is comprised of several commercial retail complexes along San Ramon Valley Boulevard including Crow Canyon Shopping Place, Courtyard Center and Diablo Plaza. These complexes include a variety of commercial establishments such as retail stores, restaurants), a supermarket, a drug store and banks. Professional financial and medical offices, educational services and other commercial uses are also located to the south of the Plan Area along Crow Canyon Road.



Existing Land Uses and Visual Character

The boundary of the Plan Area is defined by steep topography and roadway infrastructure. The western edge of the Plan Area abuts a steep slope up toward the Las Trampas Ridge, while San Ramon Creek and its tributary traverse the southern half of the Plan Area, approximately 15 to 30 feet below the street level. I-680 forms the eastern boundary of the Plan Area and Crow Canyon Road the southern boundary. The Plan Area contains the earliest commercial development in the City, and since incorporation a variety of retail, office, and auto-related commercial developments have been constructed.



Existing land uses, shown on Figure 2-1, include a variety of non-residential uses. In general, office uses are concentrated south of Deerwood Road, industrial uses are generally west of Omega Road, and commercial uses are scattered throughout the Plan Area. The offices south of Deerwood Road have an architectural design and physical aesthetic that blends with the surrounding redwood trees. Buildings in this area tend to be two and three-story structures. Offices are not at street edge, but rather set back amid parking lots. Industrial buildings in the Plan Area are generally in good condition, and are similar to one another in design, with parking lots abutting the roadway and the buildings set far back from the roadway.

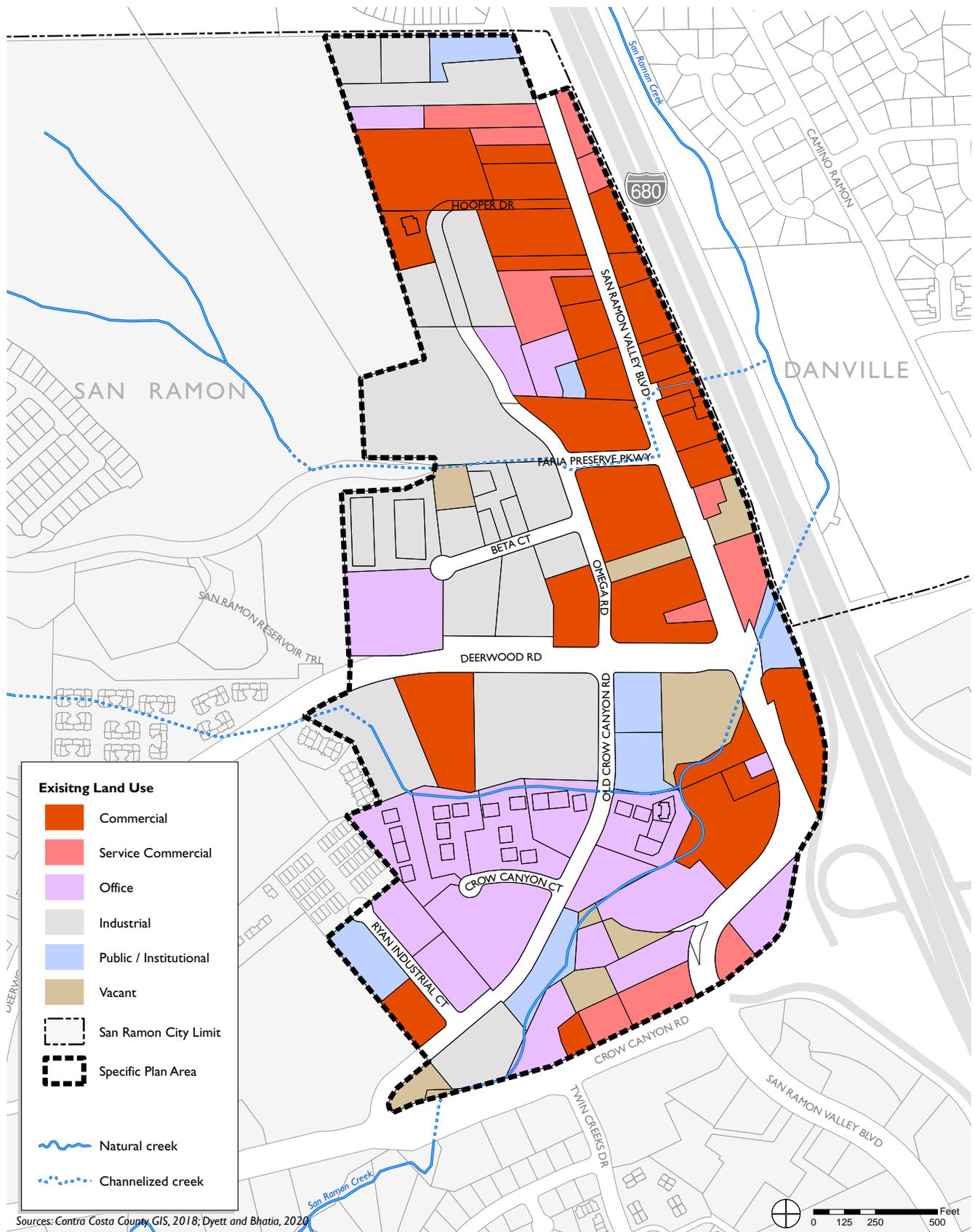


While some commercial buildings in the Plan Area are located along main streets with street parking available, many are set back behind surface parking lots which tend to be at the side and rear, resulting in wide spacing between most buildings. Along San Ramon Valley Road, other buildings sit lower than the main street due to the elevation change. Buildings associated with auto-related businesses, which are clustered along Omega Road between Hooper Drive and Faria Preserve Parkway, are generally set far back from the roadway within parking areas. Entrances are often difficult to spot, as buildings look identical and suites are not distinguishable. This area is dominated by one-story buildings, which allows for views to the surrounding hills.



Of the 130 existing buildings in the Plan Area, County Assessor data is available for 97 buildings. Of these buildings, the majority (55) were built between the years 1977 and 1983. Twenty buildings were constructed between 1940 and 1976, and 22 were constructed after 1985.

FIGURE 2-1: EXISTING LAND USE



The natural features of the Plan Area are a defining element of the visual character. Ridgelines to the west are visible from several locations within the Plan Area, most notably along Deerwood Road, some portions of Omega Road, and Hooper Drive. There is currently no improved creek access or usable public space alongside the creekway; however, there is a pedestrian bridge near the confluence of San Ramon Creek and its east-west tributary. There are mature trees along the creek banks that provide shade and reach heights of 60 feet or more. There is also riparian growth from the culvert under San Ramon Valley Boulevard upstream along both creeks.

Recent Development Activity

Several projects have recently been approved in the Plan Area, including an 88-room hotel on the site formerly owned by the Redevelopment Agency at Omega and Deerwood; a 169-unit residential mixed use project on the Outpost site at Deerwood and San Ramon Valley Boulevard; a 17,000 square foot automotive parts retail project on San Ramon Valley Boulevard at Hooper Drive; with a 5,500 square foot Spanish-immersion day care project in the upper building. Additionally, in recent years two higher density proposals underwent concept review before the Planning Commission: one for a 200-unit mixed use project on a 3-acre site, and a 227-unit apartment complex with 20 percent of the units proposed for very low-income units on a 3.3-acre site.

Since the 2006 Specific Plan was approved, no housing units have been constructed in the Plan Area; however, based on assessor's data, about 20,000 square feet of non-residential area have been built. Together with the non-residential space currently pending or approved, this represents about 14 percent of the total non-residential development envisioned under the 2006 Plan.

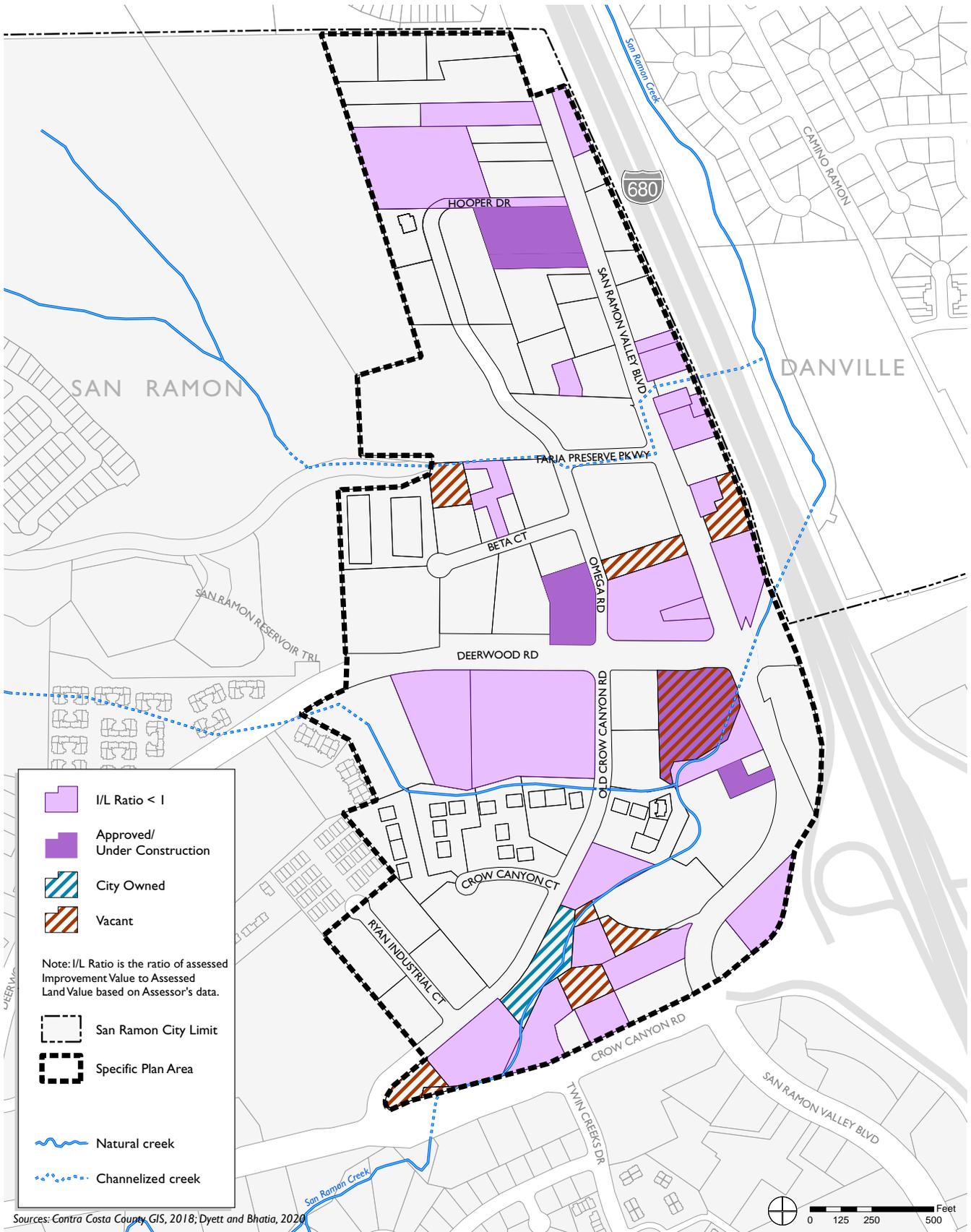
Overall, a review of recent development activity indicates that developer interest is higher for residential development than for non-residential development within the Plan Area.

Development Potential

The potential for infill development in the Plan Area was assessed with reference to data from the Contra Costa County Assessor, including the location of vacant and underutilized parcels. Underutilized parcels were identified on the basis of a low assess value ratio or low floor area ratio (FAR). When the land is worth more than the buildings and structures on it, the assessed value ratio is low and the property owner has an incentive to develop with uses that command higher rents or sales prices. Another indicator that a site may be a candidate for redevelopment is low intensity of existing commercial development (low FAR). Figure 2-2 shows potential opportunity sites in the Plan Area.



FIGURE 2-2: POTENTIAL OPPORTUNITY SITES



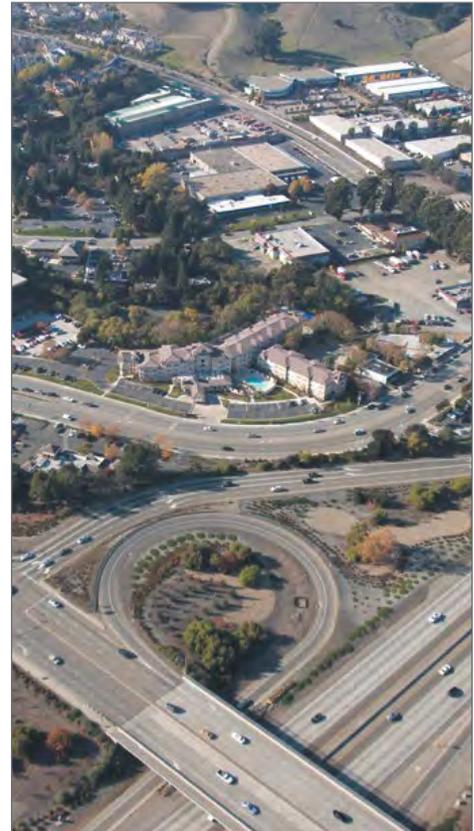
Based on this methodology, redevelopment is most likely to occur where there are clusters of vacant and underutilized properties. As shown on Figure 2-2, the greatest potential for redevelopment is at the core of the Plan Area, along Deerwood Road and where it intersects with San Ramon Valley Boulevard. Overall, approximately 30 acres of land within the Plan Area is available for infill development and redevelopment.

TRANSPORTATION CONTEXT

Roadway Network

The Crow Canyon Specific Plan Area has excellent connections to the regional roadway network, with ready access to I-680 and major roadway in San Ramon. I-680 has three mixed flow lanes and one high occupancy vehicle (HOV) lane in each direction. Access is taken via an interchange at Crow Canyon Road, immediately southeast of the Plan Area. Regional access to the area is also provided by way of major arterial roadways, including Crow Canyon Road and San Ramon Valley Boulevard. Other roads in the Plan Area are considered “local streets,” and there are some collector streets as well. The northern stretch of Omega Road is currently privately-owned and the City is not responsible for its maintenance.

The City of San Ramon has established a policy requiring all streets to operate at a Level of Service (LOS) C or better, and LOS D during the peak periods. LOS measures the level of congestion from the best (A) to the worst (F). Except for the intersection of Bollinger Canyon Road and the I-680 Northbound Off-Ramp, which is operating at LOS D, all signalized intersections presently achieve this policy requirement. The unsignalized intersections of San Ramon Valley Boulevard with Hooper Drive and Faria Preserve Parkway operate at LOS D and LOS E respectively. While LOS will remain a performance metric, California law requires cities to switch from LOS to Vehicle Miles Traveled (VMT) as a metric in evaluating transportation impacts on the environment for CEQA purposes. In other words, rather than treating traffic congestion faced by drivers as an environmental impact, this new metric instead considers the act of driving itself as the environmental impact.



Transit System

The Crow Canyon area is directly served by two County Connection buses. The 21 (weekday) and 321 (weekend) lines serve the northern half of the Plan Area, running along San Ramon Valley Boulevard and Fostoria Way. The 36 (weekday) line runs along Crow Canyon Road and San Ramon Valley Boulevard south of the Plan Area. In addition, there are two express lines (92X and 95x) that run along I-680, entering/exiting at Crow Canyon Road and stopping just east of the Plan Area. Riders of these express lines would need to access the Plan Area by crossing the Fostoria Way overpass or the Crow Canyon Road overpass on foot. There are bus shelters and benches along both Crow Canyon

Road and San Ramon Valley Boulevard located near main intersections. Within the Plan Area along San Ramon Valley Boulevard there are a total of five shelters located on Hooper Drive, Faria Preserve Parkway, Deerwood Road, and Crow Canyon Road. Three shelters are shaded by the surrounding trees. There are two shelters along Crow Canyon Road that are both shaded with trees. The two shelters that are on San Ramon Valley Boulevard and Hooper Drive are directly across the street from one another.

In addition to CCCTA, San Ramon is indirectly served by regional public transportation providers, including Bay Area Rapid Transit (BART), which has stations to the south in Dublin/Pleasanton and to the north in Walnut Creek, and the Altamont Commuter Express (ACE) train, which runs weekdays between Stockton and San Jose. These rail services are accessible by express bus service connections to BART stations. Private employers in the Bishop Ranch area provide shuttle bus service to BART and ACE, but do not currently circulate in the Crow Canyon Specific Plan Area.



Pedestrian and Bicycle Facilities

Within the study area pedestrians are served by sidewalks that are located on arterials, collectors, and most local streets which are built to City standards for pedestrian facilities. Crosswalks are provided at all signalized and some unsignalized intersections along San Ramon Valley Boulevard, and pedestrian call buttons and signal heads are provided at signalized intersections along Crow Canyon Road and San Ramon Valley Boulevard. Crossings include ADA compliant ramps. Other sidewalk gaps exist on Old Crow Canyon Road and the east side of San Ramon Valley Boulevard at the Danville Town limit. Most sidewalks in the study area are in good condition, while some appear to be temporary (e.g. asphalt path).

Class II bike lanes exist on San Ramon Valley Boulevard, Fostoria Way and Deerwood Road. The San Ramon Valley Boulevard bike lanes connect to a series of Class II bike lanes on the City's arterial street system. The Iron Horse Trail is accessible from the Crow Canyon Specific Plan Area (via Fostoria Way), but bike lanes on Fostoria Way exist only on the I-680 overcrossing bridge and end at Crow Canyon Place, west of the Iron Horse Trail.



MARKET OVERVIEW

Key market demand considerations are summarized as follows:

Residential

The residential market is the strongest and healthiest of real estate sectors in the San Francisco Bay Area and Tri-Valley at the current time, and it is this development type that is most likely to emerge as the primary driver of redevelopment in Crow Canyon. Since the Great Recession, population levels and housing demand in the Bay Area have continued to increase, and housing prices risen sharply. Single-family detached homes remain the preferred product type in Contra Costa County; however, in a climate of steadily rising housing costs, higher density housing is increasingly attractive to one and two-person households, including singles, young professional couples, and empty nesters. Some households, for affordability, lifestyle, or commute time reasons, are also considering higher density product in locations closer to their jobs.

To be financially feasible, new residential development will need to have potential value sufficient for developers to cover the costs of land acquisition, demolition, design and development while still making a profit. Higher density development offers economies of scale and can help ensure project feasibility as long as there is sufficient demand for the product to command a healthy rent or sales price. Recent multi-family projects adjacent to the Plan Area to the west on Deerwood have demonstrated the viability of product in the 22 to 28 dwelling unit per acre range, and other residential projects proposed but as yet unconstructed within the Plan Area, such as the San Ramon Valley Apartment project (informally known as the ROEM project) indicate interest at densities of 30 dwelling units per acre, the threshold used by the California Department of Housing and Community Development to determine affordability.

Retail

The rise of internet shopping has forced consolidation and lead to the closure of bricks and mortar retail stores that offer everyday commodities, while at the same time, a shift in consumer preferences toward “experiential retail” that offers a high-quality design environment with amenities in addition to specialty retail goods has occurred.

In 2019, City Center Bishop Ranch opened in the core area of San Ramon, offering a premium retail experience with specialty stores, restaurants and business establishments. City Center is well positioned to fill gaps in the local retail market and stem leakage of specialty retail sales to neighboring communities. Other retail centers in the community report low vacancy rates and are serving the needs of local residents with a range of neighborhood-oriented retail and non-retail

services, including tutoring centers and hobby-oriented businesses.

Within the Crow Canyon area, San Ramon Square offers 34,000 square feet of community-oriented retail and food-oriented establishments. Despite being one of the city's older centers, the vacancy rate is low. To the west of the Plan Area, the 600 unit Preserve subdivision is now under construction. In view of this new development together with new multi-family development in the Plan Area, a focused study was conducted to determine the square footage of retail space that the projected population could support. Recognizing that major retailers are most likely to locate along high-traffic corridors closest to the higher population concentrations on the east side of I-680, the study determined that the anticipated population growth in and adjacent to the Plan Area could support up to 40,000 square feet of new retail, which is equivalent to a small grocer, two fast-casual restaurants, and a coffee shop.

The study further recommended that new retail be focused at one or two nodes within the Plan Area and located along high-traffic corridors with good visibility so as to best set it up for success. The study also determined that flexible land use regulations that *do not* mandate ground-floor retail, and that *do* allow for live/work units or professional office use of ground floor commercial spaces, would also support the viability of retail over time.

Office

Nearly two-thirds of San Ramon's office inventory is contained in Class A buildings, with virtually all of that office space located at Bishop Ranch in larger buildings containing more than 150,000 square feet of space. A review of office market trends in the city between 2008-2016 indicates that vacancy rates increased from 6.9 percent in 2008 to 9.9 percent in 2010, followed by large decreases in vacancy each year until 2013. Subsequently, office vacancy rates have increased each year since 2013, as of the third quarter of 2016, the vacancy rate was still lower than the pre-recession high of 12.5 percent that was seen in 2007. Support for office as a component of mixed-use development will depend upon the specific characteristics of the development site proposed and its proximity to amenities such as City Center Bishop Ranch. In the Crow Canyon area, the market would likely be for small to medium-sized professional service companies offered in smaller blocks.



CHAPTER

3

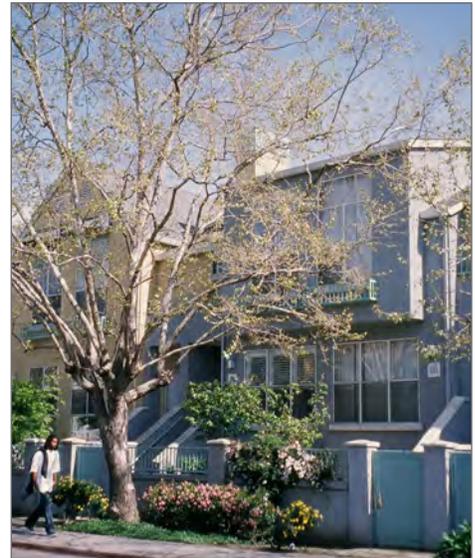
The Vision

3 THE VISION

The Vision is for Crow Canyon to become a distinctive Mixed-Use District that:

- Provides an attractive destination and a gathering place for the community;
- Offers a diversity of housing opportunities for San Ramon residents of all ages and income levels;
- Preserves and enhances the viability of existing businesses as an integral part of the district; and
- Features a compact, pedestrian- friendly Village Center.

On the basis of General Plan direction and community input from this Specific Plan process, a distinct vision has emerged for the Crow Canyon area. The vision is one that builds on the intrinsic qualities of the place and the many businesses that now exist in the area. It foresees transformation of the core of the Plan Area, as well as preservation and enhancement of existing uses and character in other locations. It envisions the introduction of new housing that will support successful neighborhood-serving shops and restaurants in the area and offer a range of housing choices affordable for people of all ages and stages of life. It calls for a compact pattern of development in the core of the area that facilitates walking and biking, and one that can be efficiently served by transit and shuttles in the future so that it is not wholly dependent upon the automobile. It imagines the area emerging as a truly distinctive mixed-use district with a creekside park and trails that will become a natural amenity for area residents and workers as well as the surrounding community.



The Specific Plan strives to balance multiple, and sometimes conflicting objectives in a way that provides a coherent blueprint for the future. More specifically, the Plan calls for:

The creation of a Village Center that supports successful neighborhood-serving retail in the area and facilitates improvements to showcase San Ramon Creek and its tributary as a natural amenity for the community.

Within the heart of the Crow Canyon district, the Plan seeks to focus near-term development and improvements at the prominent intersection of San Ramon Valley Boulevard and Deerwood Road, where traffic volumes are highest, and where retail has the best chance of success. There are several larger underutilized parcels near this location that could support mixed use development, providing workforce housing to help meet community needs as well as potential customers for retail businesses. This location is already attracting interest from the development community and the intent is to use that momentum to create a village-like node of mixed use residential and retail development here that will catalyze positive change in the Plan Area over the long term. Mixed use development at this location would be in either a horizontal or vertical configuration with base residential densities of up to 35 dwelling units per acre and building heights of up to 5 stories. Individual projects that provide a substantial affordable housing component may qualify for additional bonus density under State law.

West of the node, along Deerwood Road, medium density residential development would be encouraged at densities consistent with existing homes further along Deerwood Road outside of the Plan Area to provide additional rooftops to build the tax base and support community-oriented local retail. Residential densities here would be up to 28 dwelling units per acre and building heights would be up to 3 stories so as to protect views of the surrounding hills, given the higher elevation of the terrain. Housing of similar character and scale is also envisioned in the Ryan Industrial Court area to the south of the node.



The strengthening of San Ramon Valley Boulevard as an important commercial corridor and gateway to San Ramon.

San Ramon Valley Boulevard is envisioned as an attractive commercial corridor, with lower floor area ratios (FARs) in the north and more intensive development concentrated at the village node and in the south. In the southeastern portion of the Plan Area, existing commercial uses would be encouraged and enhanced, taking advantage of traffic volumes and visibility to support retail, hotels and other commercial uses. Building heights here would be up to 4 stories, given the lower elevation. North of Faria Preserve Parkway, commercial and service commercial uses would be encouraged along San Ramon Valley Boulevard, with design guidelines and policies that support facade improvements and beautification. Building heights here would be up to 3 stories. The Commercial/Service Commercial land use designation would be applied here, which would allow for residential care facilities subject to a conditional use permit.



The preservation of viable existing commercial and service-commercial businesses that wish to remain in the area.

Over time, the Crow Canyon area has nurtured numerous home-grown service commercial businesses with its easy access to the freeway and relatively less expensive property values. Recognizing the contribution of these businesses to the community, the Plan applies a new Production, Distribution and Repair (PDR) designation in Beta Court and the northwestern part of the Plan Area with the intention of preserving existing service commercial businesses that wish to stay or grow while also allowing for compatible new maker-oriented uses to establish. The PDR designation would allow for a range of uses that despite their diversity, share the need for relatively flexible building space, lower rents, and some degree of separation from housing. New uses compatible with those envisioned on Omega Road and Deerwood Road would be allowed by right, while more intensive or industrial uses would be conditionally permitted.



The enhancement of San Ramon Creek and its tributary as a recreational and open space amenity and an important natural resource.

San Ramon Creek and its unnamed tributary wind through the southern part of the Plan Area, largely hidden at the interior of privately-owned parcels. The City-owned parcel on the east side of Old Crow Canyon Road in the south of the Plan Area represents an opportunity to showcase this natural feature and create a creekside park and trail system to link the Village Center with surrounding

development via the creeks. This distinctive greenway would serve local residents and employees as well as the wider community. The Plan envisions the acquisition of land and easements to realize this vision over time as redevelopment occurs. Policies and standards seek to protect and enhance the riparian zone adjacent to the creeks and guidelines for new development south of Deerwood Road encourage context-sensitive, creek-oriented improvements that showcase this important natural amenity.

Transportation improvements that will enhance local access and circulation, promote livability, and avoid impacts to adjacent areas.

Given the focus of near-term development at the Village Center node and the surrounding residential uses envisioned on Deerwood and Old Crow Canyon roads, bicycle and pedestrian improvements would be concentrated in those areas. Wide sidewalks, striped crosswalks, street furniture, and bike lanes are envisioned along Deerwood, Old Crow Canyon, and a portion of Omega near the location of new residential development. Provisions of these amenities along these roadways would also foster active transportation connections between the Preserve subdivision and retail at the village node as well as Diablo Plaza south of the CCSP Area. A network of creekside trails would improve connectivity for current and future residents, as would pedestrian pathways that cross through large blocks to link residential and commercial/retail areas within the Plan Area.



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CHAPTER

4

Land Use and Urban Design

4 LAND USE AND URBAN DESIGN

To promote the Crow Canyon area as a distinctive mixed use district, the Plan establishes a land use framework that will guide new development and redevelopment over time. This chapter describes the land use designations, development potential, and polices that comprise that framework.

This chapter also outlines strategies for enhancing the public realm and establishes policies, standards, and guidelines applicable to new development that further reinforce and shape the identity of the Plan Area.

4.1 Land Use

LAND USE DIAGRAM

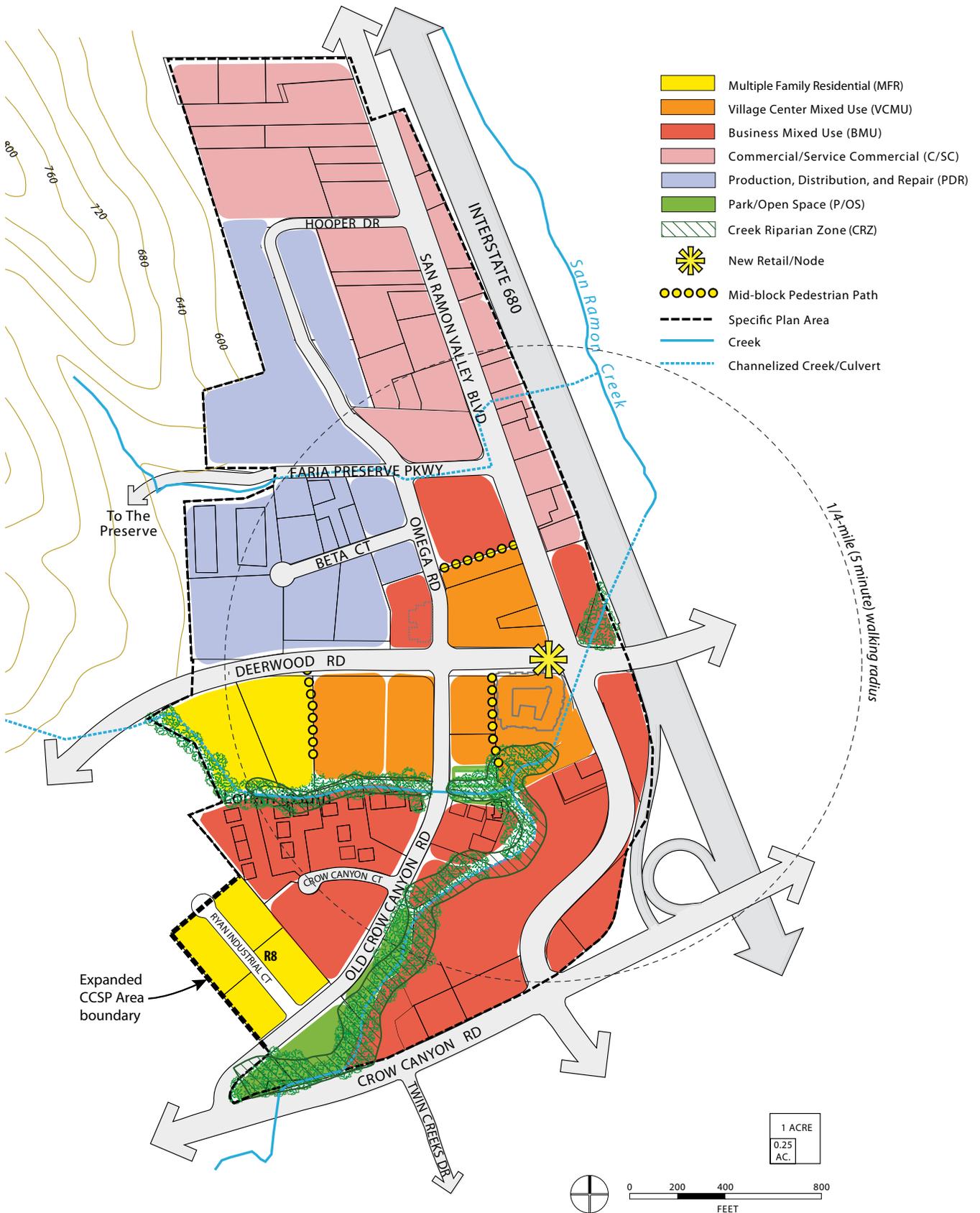
The Land Use Diagram (Figure 4-1) designates land uses for the Plan Area. Land use designations, shown as colors and patterns on the diagram, allow for a range of activities within each classification. The Land Use Diagram is a graphic representation of policies included in this chapter and is to be used and interpreted in conjunction with the text and figures contained in the other chapters of the Plan. For illustrative purposes, Figure 4-1 shows the desired location for mid-block pedestrian paths intended to improve connectivity in the Plan Area as well as the potential location of a new retail node, situated at the prominent intersection of Deerwood Road and San Ramon Valley Boulevard where retail has the best chance of success.



LAND USE DESIGNATIONS

The Plan creates several new land use designations which describe the desired range of uses and activities for the area. Some of these are similar to designations in the General Plan but with densities and intensities adjusted for the Crow Canyon context; others are brand new, representing unique character which the plan seeks to preserve and enhance. Intensity and density ranges are described for each designation. Intensity is described in terms of Floor Area Ratio (FAR), or the permitted ratio of gross floor area (exclusive of area devoted to parking) to site area. The concept of FAR is illustrated in Figure 4-2. Density is defined as the number of dwelling units per gross acre. The specified density ranges represent the base density prior to application of any State density bonus. Residential uses are subject to inclusionary housing requirements, as outlined in Title C, Division C4, Chapter XII of the San Ramon Municipal Code and commercial development is subject to the Affordable Housing Commercial Linkage Fee, per Title C, Division C4, Chapter XIII of the San Ramon Municipal Code.

FIGURE 4-I: LAND USE DIAGRAM



- **Multiple Family Residential (MFR).** The MFR designation is intended to provide opportunities to live within walking and biking distance of shops, services and employment. Typical development in this category is apartments or condominiums two to three stories tall. Maintaining a human scale through quality design and landscaping with access to adjacent parks and creeks is a high priority in these areas. Allowable residential density is between 18 and 28 dwelling units per acre.
- **Village Center Mixed Use (VCMU).** The Village Center Mixed Use designation is intended to foster a vibrant mix of residential and non-residential uses—retail, restaurant, service, office, lodging, and/or cultural amenities—in a pedestrian and bicycle-friendly village center at the core of the CCSP area. The VCMU designation allows for high-intensity mixed use development with an FAR of between 0.5 and 1.25 for non-residential uses. Minimum residential density is 30 dwelling units per acre and maximum residential density is 35 dwelling units per acre prior to application of any State density bonus. On properties with a developable area of 70,000 square feet or more, a mix of uses is required; on smaller sites, a single use may be permitted. While horizontal mixed use (different uses on the same parcel but not in the same building), is allowed, vertical mixed use with residential or office uses over more active ground floor pedestrian-oriented commercial, service or retail uses is strongly encouraged, as is the provision of workforce housing. Live-work units, as a mixed use option, should be considered based on the site conditions, location, and viability of the site for more traditional retail and commercial options. High quality design that maintains a human scale, orients development to creekside open space, and integrates bicycle and pedestrian infrastructure and amenities is a priority in this designation.
- **Business Mixed Use (BMU).** The BMU designation is intended to foster an integrated mix of non-residential uses—retail, service, hotel, office— at intensities of up to 1.0 FAR. This designation applies in areas with established businesses and seeks to promote development of complementary business-oriented uses. Development in BMU areas should reflect high quality design with integrated open space and landscaping. Structured parking may be necessary.



- Commercial/Service Commercial (C/SC).** The C/SC designation is intended to promote a mix of non-residential uses that cater to the day-to-day needs of local residents and visitors to San Ramon. The designation applies to parcels in the northern portion of the Plan Area developed with auto-oriented “strip” shopping centers or individual commercial businesses. Typical uses include retail, restaurant, service, office, lodging, automobile sales and services, building materials, and/or cultural amenities. Allowable development intensity in this designation is up to 0.70 FAR.

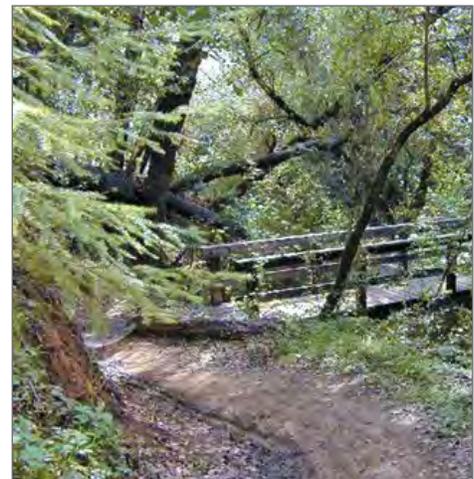


- Production, Distribution and Repair (PDR).** This designation is intended to preserve existing service commercial businesses that wish to stay or grow while also allowing for compatible new maker-oriented uses to establish. The PDR designation allows for a range of uses that despite their diversity, share the need for relatively flexible building space, affordable rents, and a degree of separation from housing. Permitted uses include automobile services and repair, building materials sales, artisan enterprises, and creators in the fields of food, crafts, and technology. New uses compatible with those envisioned on Omega and Deerwood would be allowed by right, while more intensive or industrial uses would be conditionally permitted. Allowable development intensity in this designation is up to 0.50 FAR.



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

- Creek Riparian Zone (CRZ).** The CRZ overlay is intended to protect and enhance creek riparian corridors within the Plan Area as an environmental and recreational resource for the community. It establishes a study zone adjacent to creeks in the Plan Area within which the development of habitable structures is prohibited unless it can be demonstrated through a geotechnical study that adequate creek bank stability can be maintained. The construction of paved parking areas and structures within the CRZ is prohibited unless applicable water quality standards can be met. The installation of recreational amenities, such as multi-use trail facilities or gazebos, is permitted to the extent that such amenities would not impede flood waters. Any development that would substantially change or use any material from the bed, channel, or bank of the creeks would be subject to California Fish and Game Code section 1602.



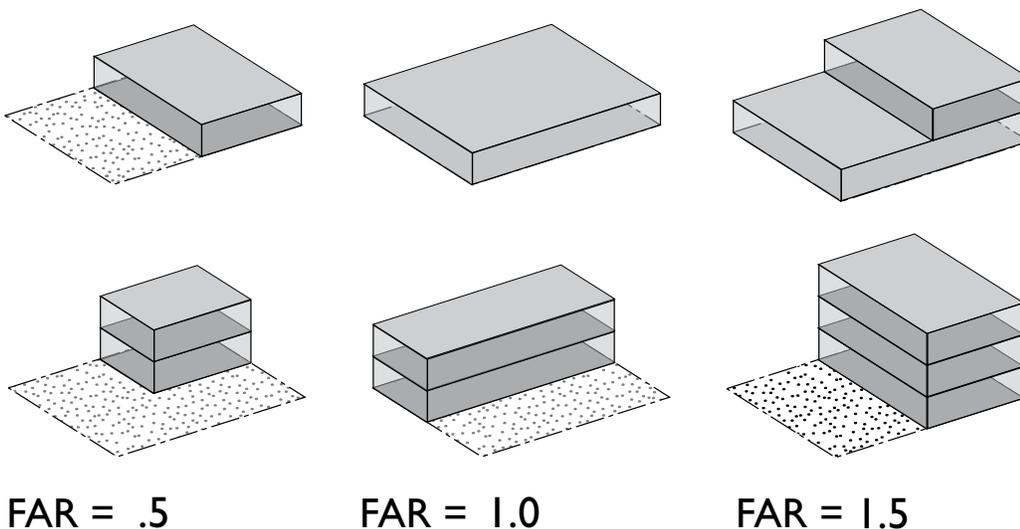
4.2 Density, Intensity and Height Standards

Table 4-1 summarizes the density, intensity, and height standards for each land use designation. For all development, density/FAR is specified as a range within which all development must fall. Maximum intensities shown in Table 4-1 may not be attainable on all sites, as development regulations (e.g., building height limits or development standards) or site conditions may reduce development potential. On all sites throughout the Plan Area, intensities can be averaged over multiple contiguous parcels for an individual project to accommodate areas of high-intensity development, open space, and other amenities.

Table 4-1: Density, Intensity and Height Standards

Land Use Designation	Density (du/ac)		Intensity (FAR)		Height (feet)
	Min	Max	Min	Max	Max
Multi-Family Residential	18	28	n/a	n/a	45
Village Center Mixed Use	30	35	0.5	1.25	60
Commercial Mixed Use	n/a	n/a	Up to 1.0		45
Commercial/Service Commercial	n/a	n/a	Up to 0.7		30
Production, Distribution, Repair	n/a	n/a	Up to 0.5		30
Parks	n/a	n/a	Up to 0.1		n/a

FIGURE 4-2: FLOOR AREA RATIO (FAR)



4.3 Development Potential

BUILDOUT AND OPPORTUNITY SITES

The amount of development that can reasonably be expected under the Plan is referred to as “buildout.” Buildout is expected to occur over a 20-year planning horizon, although the Plan does not specify when buildout of any particular site will actually occur. New development is expected to occur on “opportunity sites,” which consist of vacant and underutilized sites as outlined in Chapter 2; some sites may not be built or redeveloped at the anticipated density or intensity over the next 20 years, while some other sites that are not anticipated to change may actually do so. Table 4-3 shows a breakdown of the potential residential units and non-residential square footage that could result from buildout of the proposed Plan. This total represents development that could be expected in 2040 if the Plan is implemented according to the Land Use Diagram (Figure 4-1) and land use designations described in this chapter.

4.4 Placemaking Framework

The following objectives and policies outline the vision for the area and lay the framework for creation of a distinctive new mixed use district for San Ramon.

VILLAGE CENTER

Deerwood Road runs through the heart of the Crow Canyon area, connecting residential neighborhoods west of the Plan Area to I-680 and the east side of the City. There are several larger vacant or underutilized parcels clustered on Deerwood. Based on a retail analysis completed for the City in 2017 and conversations with representatives of the development community, the prominent intersection of Deerwood and San Ramon Valley Boulevard represents the best opportunity for new retail, given the high traffic volumes and good visibility it affords. Therefore, the Plan seeks to focus near-term development at this location to harness development energy and create a village-like node of mixed use residential and retail development that will lead to positive change in other parts of the Plan Area over the long term.



OBJECTIVE LU-1:

Encourage a vibrant Village Center at the intersection of Deerwood Road and San Ramon Valley Boulevard with a mix of residential, retail, restaurant, hotel, office, and other commercial uses that cater to the needs of local residents and visitors to the Crow Canyon area.

- **Policy LU-1.1:** Promote housing development as a priority in and adjacent to the VCMU district to address community housing need, support retail, restaurant and commercial uses in the area, and promote vitality.
- **Policy LU-1.2:** Allow for a flexible use mix, with a variety of uses at the ground floor as well as on upper stories of buildings in the VCMU district.

Live/work units are a flexible type of development that allow a property owner to adapt to changing market conditions more readily. These units allow for a commercial use and a residential use for a single household in the same structure. Allowing live/work units at the ground level in the Village Center can support the feasibility of mixed use development in that a floor plate appropriate for retail can be built, but the risk of vacancy is mitigated because it can also be used for housing.

- **Policy LU-1.3:** Allow live/work units, as defined in the Zoning Code, on the ground floor of buildings in the VCMU designation.

While there are several large parcels available for development along Deerwood, the pattern of parcelization in the area is a potential constraint to development. At prominent locations, contiguous parcels are under separate ownership, or the developable area is constrained by creek setback requirements. Consolidation of parcels at these key locations would facilitate redevelopment and move the vision for the area forward.

- **Policy LU-1.4:** Provide incentives for the consolidation of small, adjacent lots in the VCMU designation. For projects that consolidate 2 or more lots to create parcels of at least 1.5 acres, offer a combination of shared parking requirements, shared common open space requirements, increased FAR, or height.

A key to vitality of the Village Center district will be ensuring access to the retail, restaurant, and neighborhood services for local residents. The plan seeks to focus new housing in and adjacent to the Village Center, and safe, convenient pedestrian connections to the shops, restaurants, and services there is important for the success of those establishments. In turn, an attractive, walkable environment will make the Village Center more attractive to residents of the Preserve subdivision and other surrounding neighborhoods, encouraging them to patronize businesses in the area as they pass through.



- **Policy LU-1.5:** Encourage new development in the VCMU district to activate the ground floor of buildings with uses and/or design techniques that promote comings and goings and enhance the pedestrian environment.
- **Policy LU-1.6:** Require that above-ground parking structures, including podiums, be wrapped with other uses to create an attractive, pedestrian-friendly environment.

- **Policy LU-1.7:** To facilitate access to shops and services in the VCMU district, require the dedication of easements to create mid-block pedestrian through-ways (see Figure 4-1). Design these new pedestrian connections with privately-owned and maintained amenities such as landscaping, outdoor seating, signage and lighting (see Figure 4-3).

SENSE OF PLACE

The Crow Canyon area is framed by a natural backdrop of scenic hills to the west, while San Ramon Creek and its east-west tributary run through the southern and central parts of the Plan Area. These natural features are defining elements of the area and they present a unique opportunity to create a neighborhood with distinctive character.

OBJECTIVE LU-2:

Build a distinctive sense of place for the Crow Canyon area, drawing on the scenic natural features and the history of the area.

San Ramon Creek and its east-west tributary creek are a natural amenity and a potential draw for San Ramon residents and visitors to the Crow Canyon area. Taking advantage of creekside opportunities where they exist has the potential to create a unique destination within San Ramon and the Tri-Valley area. There are many examples of successful integration of creeks into urban environments and California communities including San Luis Obispo, Mill Valley, and Calistoga use them as assets while maintaining their function as a habitat.

- **Policy LU-2.1:** Integrate the creeks into the fabric of the Crow Canyon area by constructing a creekside park and multi-use trail system to serve local residents and employees as well as the wider community. (See also Objective CF-1 and associated policies in the Community Facilities chapter).
- **Policy LU-2.2:** Develop and implement a system of signage and wayfinding that brands the Crow Canyon area and provides direction to key destinations, including the Village Center, the creekside park and the multi-use trail system. The branding should tie into the history of Crow Canyon as the birthplace of San Ramon.
- **Policy LU-2.3:** Preserve scenic natural views of the surrounding hills from the following key vantage points in the Plan Area:
 - Looking west from Fostoria Way entering the Crow Canyon area;
 - Looking east from Deerwood Road entering the Crow Canyon area.

Building design shapes the character of urban areas and dictates how a building relates to the public realm. The composition of a façade can create visual interest and ensure pedestrian orientation. Building details and articulation can both create design variety and establish harmony within a development or among adjacent buildings. With a thoughtful focus on the design of buildings and the public realm, the Plan seeks to guide the evolution of the Crow Canyon area and create a vibrant mixed use area.

- **Policy LU-2.4:** Encourage design that enhances the appearance of and contributes positively to the visual character of the Crow Canyon area.
- **Policy LU-2.5:** Provide vertical and horizontal articulation in building mass through strategies such as step-backs at upper levels, recesses and projections, changes in materials and transparency, and variations in height.
- **Policy LU-2.6:** Ensure that development incorporates green building measures such as energy efficient building design, passive heating/cooling strategies, wastewater technologies, water use reduction, water efficient fixtures, and green building materials. Encourage project applicants to go above and beyond the minimum requirements, recognizing the benefits of green building features for future residents and the community as a whole.
- **Policy LU-2.7:** Provide project applicants the option of Development Plan Conceptual Review before the Planning Commission as an initial, non-binding and informal screening of a project concept. This option shall be exercised prior to formal submittal of a development application and determination of application completeness.

The physical appearance of properties defines the character of an area, and attractive, well-maintained properties contribute to a quality image needed to attract new investment. While most properties in the Plan Area are well-built and well-maintained, a coordinated approach to beautification along San Ramon Valley Boulevard can help ensure this commercial arterial is an inviting gateway into the community. This will involve standards and guidelines to shape new development, as well as efforts to facilitate and encourage upgrades to existing properties over time, including facade and landscaping improvements.

- **Policy LU-2.8:** Explore strategies to improve the exterior appearances of existing buildings along San Ramon Valley Boulevard to strengthen its role as a commercial corridor and gateway to San Ramon. Strategies include requiring long-term building maintenance agreements as a condition of project approval or the establishment of a facade improvement program.

- **Policy LU-2.9:** Require the provision of “cut outs” along the frontage of streets in the VCMU district to provide pause points and visual interest the heightens the pedestrian experience with special paving, benches, shade trees, plantings, and/or public art.

ECONOMIC SUSTAINABILITY

The Crow Canyon area is home to a diverse collection of businesses, including auto-oriented retail and commercial establishments on San Ramon Valley Boulevard and service commercial businesses in the Beta Court area. The availability of land, proximity to jobs and housing, and easy access to the freeway are assets for business attraction.

OBJECTIVE LU-3:

Promote the long-term economic sustainability of the Crow Canyon area.

Retail is a key contributor to quality of life and a priority for San Ramon. The rise of internet shopping and the consolidation of bricks and mortar retailers in recent years means the City now faces competitive pressures to attract and retain retailers. The City’s retail strategy recognizes City Center Bishop Ranch as the community’s premier specialty retail destination and seeks to strengthen community and neighborhood-oriented retail in other areas of San Ramon. The bulk of the City’s population lives on the east side of I-680 and even with planned growth in the Northwest Specific Plan and Crow Canyon areas, retailers will continue to gravitate toward the population center of the community. Recognizing these challenges, the Plan includes actions to support successful retail in the Crow Canyon area.

- **Policy LU-3.1:** Encourage new retail to locate along corridors with high traffic volumes and good visibility, where it has the best chance of good fiscal health.
- **Policy LU-3.2:** Attract establishments that meet the day-to-day needs of residents of the Plan Area and adjacent neighborhoods, including anchor tenants and high traffic establishments.

Building material sales and auto-repair businesses established in the Crow Canyon area provide valuable services to residents and other businesses in the community. These businesses require industrial and flex space, which is generally in short supply in the region. Similarly, maker-oriented businesses such as food and beverage entrepreneurs, artisanal manufacturers, furniture makers, and other limited light industrial uses, share many of the same need for flexible building space, low rents, and good access to the regional transportation network. Retaining and attracting businesses like these, focused on production, distribution, and repair represents an economic development opportunity, and the Plan seeks to accommodate these uses in areas

where they are already established or where seismic and geologic conditions are not suitable for housing development.

- **Policy LU-3.3:** Recognize the contribution of service commercial businesses to the San Ramon economy and support viable existing businesses in the area that wish to remain.
- **Policy LU-3.4:** Encourage new production, distribution and repair businesses to establish in the PDR designation, particularly those with a retail component such as a gift shop or tasting room.
- **Policy LU-3.5:** Allow new uses compatible with existing production, distribution and repair operations by-right in the PDR district and require a conditional use permit for more intensive or industrial uses.
- **Policy LU-3.6:** Commercial uses that create noise, fumes, light, or odors shall be designed to minimize any impacts on adjacent sensitive uses. These commercial uses shall provide adequate ventilation within the structures that house them so that doors and windows are not left open for the purpose of ventilation resulting in nuisance emissions.

HOUSING AFFORDABILITY

San Ramon is an affluent community with good schools and a desirable quality of life. Along with this comes a higher cost of housing that makes it difficult for critical community workers and emergency responders, such as police, fire and medical personnel, to live in the community in which they work. A focus on workforce housing that provides opportunities for the men and women who serve the community to live locally is a priority for the City to help ensure a balanced, integrated community and reduce the need for long commutes. As an area of the City with land available for development, the Plan Area can accommodate a variety of housing types to address the community's unmet housing needs.

OBJECTIVE LU-4:

Promote a diverse range of housing options to accommodate variety of different household types.

- **Policy LU-4.1:** Promote inclusion of a wide range of unit sizes, ranging from studios to larger three-or four-bedroom units in new development, in order to accommodate various household sizes.
- **Policy LU-4.2:** Prioritize the production of workforce housing, with a target that at least 30 percent of the units constructed in the Crow Canyon area be sold or rented to moderate-level income households. This non-binding target complements the City's inclusionary housing requirements.

- **Policy LU-4.3:** Encourage the construction of smaller units that are more readily affordable by virtue of their size.

4.5 Development Standards

The Crow Canyon Specific Plan is implemented through policies and development standards listed in this Plan. Tables 4-4 through 4-7 outline the specific development standards for each district within the Plan Area. Figure 4-1 Land Use Diagram shows a map of the districts within the Plan Area. These tables and text elaborate on the key development standards for each district and the following section includes design guidelines for development within the Plan Area. The development standards serve as the zoning for the area and supersede development standards in the San Ramon Zoning Ordinance. Where specific standards are not listed within this Plan, the applicable sections of the Zoning Ordinance will regulate development. Permitted, conditionally permitted and prohibited uses for each district are included within applicable sections of the Zoning Ordinance.

Projects within the Plan Area are subject to Architectural Review in accordance with Chapter D6-22 of the City's Zoning Ordinance. Certain residential and mixed use projects which offer housing units at levels affordable for low and very low income households may be subject to a streamlined approval process in accordance with Senate Bill 35 if they satisfy the objective development standards outlined below.

PUBLIC REALM

The following development standards for streetscapes in the VCMU designation are intended to provide a comprehensive streetscape scheme that addresses right-of-way elements such as sidewalk width, landscaping, street furniture, lighting and signage. Standards are presented in Table 4-2 and keyed to illustrative streetscapes shown in Figures 4-3a through 4-3c.



Table 4-2: Streetscape Development Standards VCMU District

	<i>Deerwood Road</i>	<i>Omega/ Old Crow Canyon Road</i>	<i>Paseo</i>	Figure 4-3 Key
Pedestrian Facilities				
Sidewalk Width	8 feet (typical); 6 feet min	10 feet (typical); 6 feet min	12 feet (typical); 8 feet min; 15 feet max	1
Unobstructed Overhead Clearance above Sidewalks	8 feet min	8 feet min	8 feet min	2
Vehicle Facilities				
Lane Width	11 feet max; 9 feet min	11 feet max; 9 feet min	N/A	3
On-Street Parking	N/A	7'-8' parking lane with street tree wells every two spaces	N/A	4
Landscaping				
Tree spacing*	+/- 30 feet on center	+/- 30 feet on center	+/- 25 feet on center	5
Minimum Tree Well Size	5 feet by 4 feet and/or 20 square feet	5 feet by 4 feet and/or 20 square feet	5 feet by 5 feet and/or 25 square feet	-
Lighting				
Light Fixture Type			Public streetlights shall be decorative, dark-sky compliant, regularly spaced pedestrian-oriented lighting	6

* subject to fire access requirements

FIGURE 4-3a: VCMU STREETScape ILLUSTRATIONS

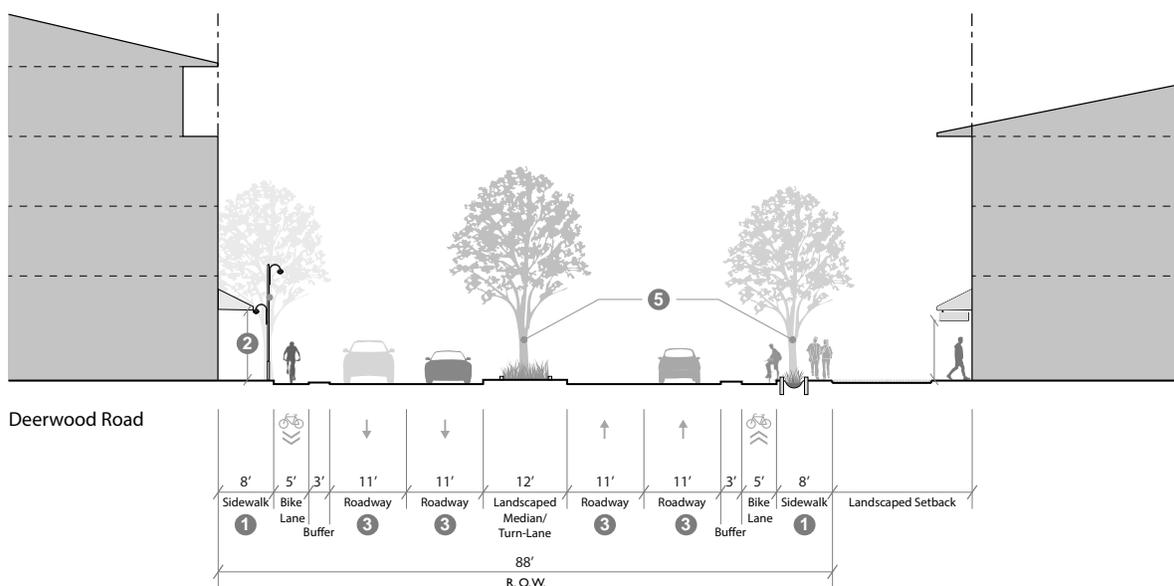


FIGURE 4-3b: VCMU STREETScape ILLUSTRATIONS

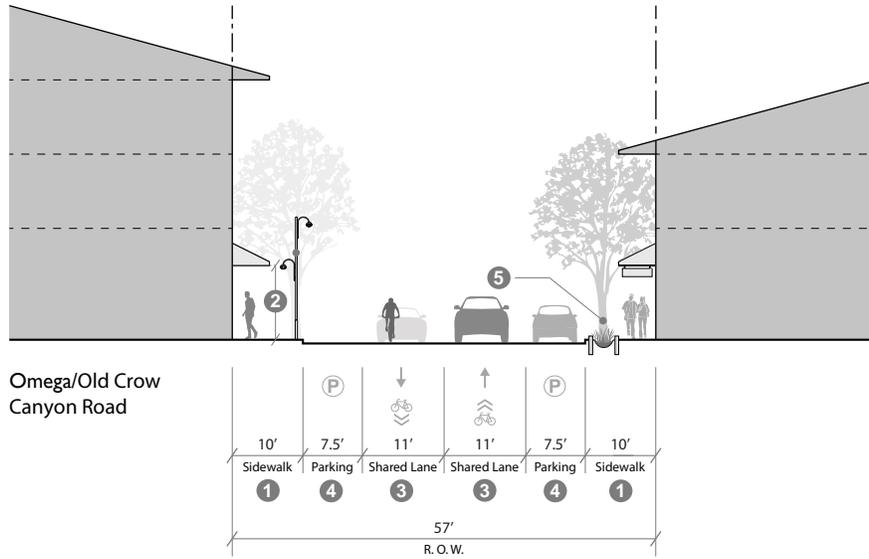
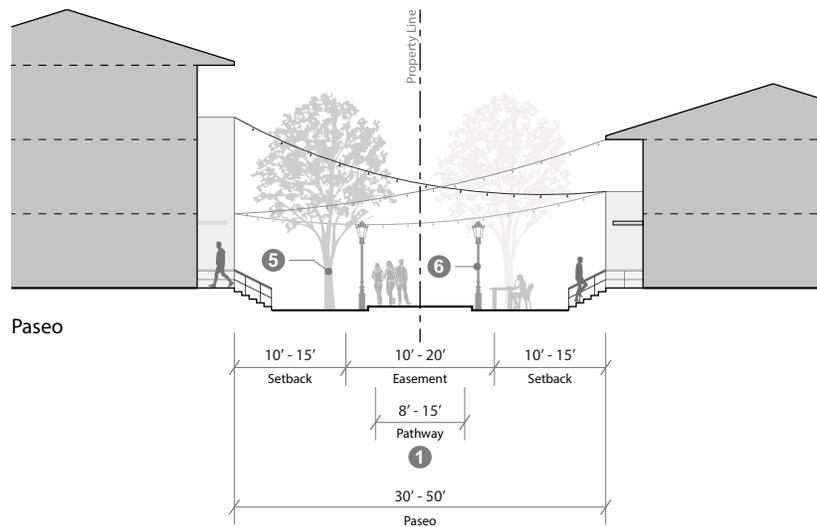


FIGURE 4-3c: VCMU STREETScape ILLUSTRATIONS



The following standards are applicable to all three street frontages described in the Table 4-2:

Accessibility

All pedestrian crossings shall be designed in accordance with the Americans with Disabilities Act standards for accessible design and with Universal Design Standards, including tactile pads oriented perpendicular to street centerlines at pedestrian crossing curb ramps and accessible pedestrian signals that provide audible cues.

Landscaping

- Existing street trees in good condition shall be retained and incorporated into the streetscape plan.
- Landscaping shall be designed in accordance with Low Impact Design (LID) standards to manage and filter stormwater.

Table 4-3: Building Development Standards: VCMU

	<i>Deerwood Road</i>	<i>Omega/ Old Crow Canyon Road</i>	<i>Paseo</i>	Figure 4-4 Key
Setbacks				
Ground Floor Front Setbacks*	5 feet	5 feet	10 feet min; 20 feet max	1
Side and Rear Setbacks	15-foot setback required for new residential development properties abutting existing commercial and service-commercial uses. No minimum side/rear setback required in other locations.			-
Upper Story Setbacks	10 foot min setback above the 3rd story for at least 40% of the total lot width (60% of total lot width not required to be setback)	10 foot min setback above the 3rd story for at least 60% of the total lot width (40% of total lot width not required to be setback)	10 foot min setback above the 3rd story for at least 70% of the total lot width (30% of total lot width not required to be setback)	2
Building Frontage				
Frontage Width	min 90% of lot width; max 95% of lot width	min 75% of lot width; max 90% of lot width	min 60% of lot width; max 90% of lot width	3
Pedestrian Amenity Cut-outs	For every 60 feet of lot width, there must be at least one landscaped, publicly accessible area of at least 150 square feet featuring benches, public art, a fountain, or other pedestrian-oriented amenities. The area shall be adjacent to the public right-of-way.			4
Street Wall Height				
	60 feet max for up to 60% of the lot width with 35 feet max for the remaining lot width	60 feet max for up to 40% of the lot width with 35 feet max for the remaining lot width	60 feet max for up to 30% of the lot width with 35 feet max for the remaining lot width	5
Projection into ROW				
Minimum Height	15 feet from the street level	12 feet from the street level	12 feet from the street level	6
Allowed Depth (Awnings, canopies, and marquees, if provided)	6 feet maximum	5 feet maximum	5 feet maximum	9

FIGURE 4-4a: VCMU BUILDING DEVELOPMENT STANDARDS: DEERWOOD ROAD FRONTAGE

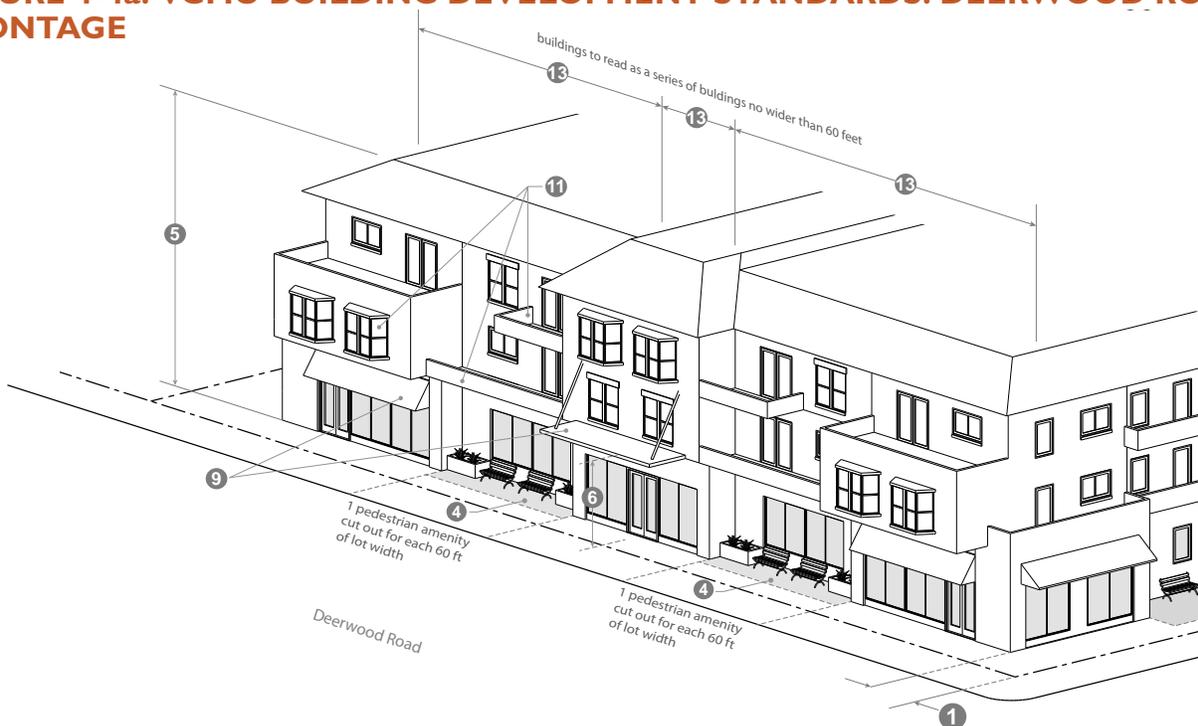


Table 4-3: Building Development Standards: VCMU

	<i>Deerwood Road</i>	<i>Omega/ Old Crow Canyon Road</i>	<i>Paseo</i>	Figure 4-4 Key
Building Entries				
Entry Projection or Recess	The primary residential building entry must incorporate a projection or recess of at least 5 feet, with a min area of 100 ft ² .	The primary residential building entry must incorporate a projection or recess of at least 5 feet, with a min area of 100 ft ² .	No requirement	7
Primary Entrances	Primary entrances must face the street	Primary entrances must face the street	No requirement	-
Porches, Stoops, and Verandas**	Porch, stoop, veranda, or similar entry feature required for all residential entrances. The highest elevation of the finished floor of the porch, stoop, or veranda must be at least 2 feet above the finished grade.	Porch, stoop, veranda, or similar entry feature required for all residential entrances; porch, stoop, veranda, or private deck or garden space required for ground-floor level residential units. The highest elevation of the finished floor of the porch, stoop, or veranda must be at least 2 feet above the finished grade.	Porch, stoop, veranda, or similar entry feature required for all residential entrances; porch, stoop, veranda, or private deck or garden space required for ground-floor level residential units. The highest elevation of the finished floor of a porch, stoop, or veranda must be at least 2 feet above the finished grade of the sidewalk. <i>(Private decks and gardens may be at the same elevation as the finished grade)</i>	8
Front Doors	Must incorporate windows in or adjacent to door			-
Ground Floor Windows				
Ground Floor Transparency	75% minimum	50% minimum	25% minimum	10
Blank Walls	Maximum 15-foot blank wall between openings			-
Upper-story Balconies and Bay Windows				
Balcony or Bay Window Requirement	At least one balcony or bay window required for each residential unit	At least one balcony required for each residential unit	At least one balcony or bay window required per floor of the building for all development types	11
Projection into ROW <i>Allowed Length</i>	50% max of the main façade line, not to exceed 20 feet without a 10 foot separation	50% max of the main façade line, not to exceed 20 feet without a 10 foot separation	No requirement	12
Projection into ROW <i>Allowed Depth</i>	6 feet max	5 feet max	5 feet max	-
Building Widths				
	Buildings over 60 feet wide must be broken down to read as a series of buildings no wider than 60 feet through changes in setbacks, materials, or other architectural detailing	Buildings over 60 feet wide must be broken down to read as a series of buildings no wider than 60 feet through changes in setbacks, materials, or other architectural detailing	Buildings over 40 feet wide must be broken down to read as a series of buildings no wider than 40 feet through changes in setbacks, materials, or other architectural detailing	13

* Applies on each roadway frontage. On corner lots, requirement applies to both frontages in the VCMU.

** Porch: a covered but otherwise open platform that provides a transition between the interior of a building and the public space of the street.

Veranda: a roofed platform along the outside of a house, level with the ground floor.

Stoop: a staircase ending in a platform and leading to the entrance of a building.

FIGURE 4-4B: VCMU BUILDING DEVELOPMENT STANDARDS: OMEGA/OLD CROW CANYON ROAD FRONTAGE

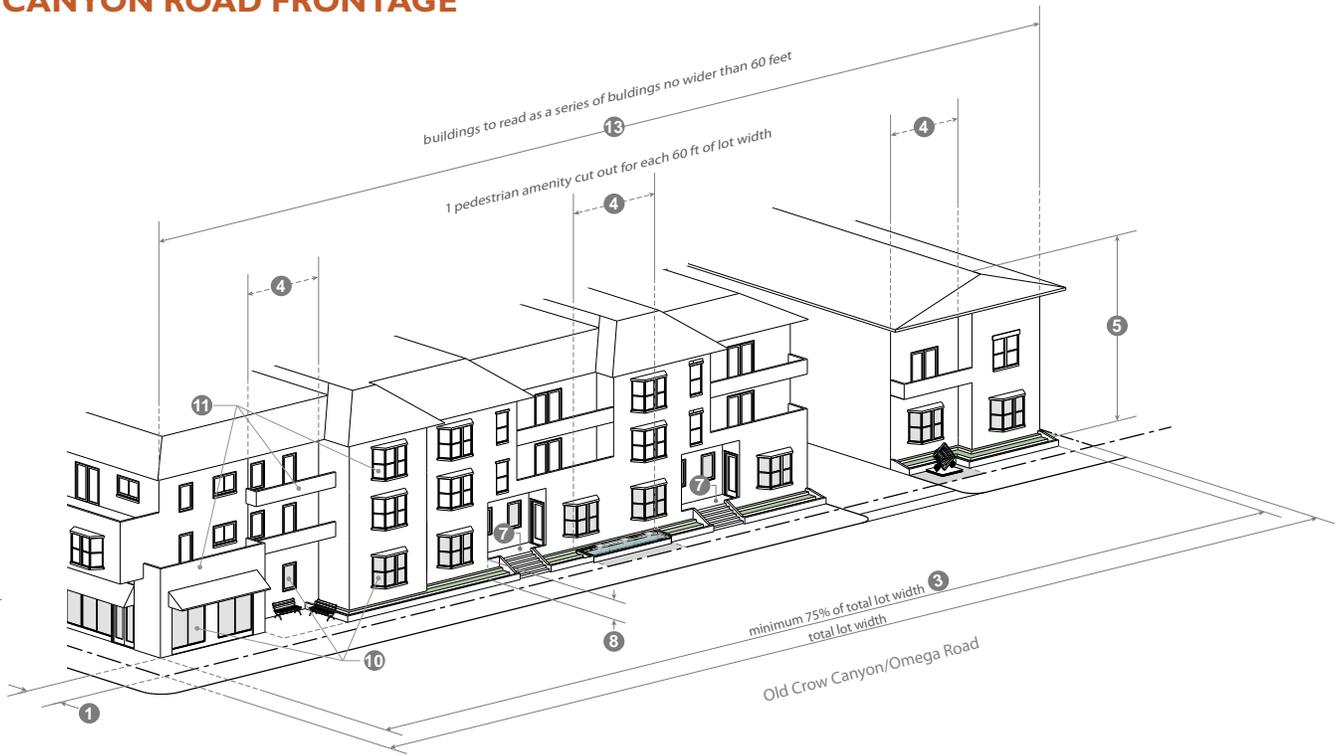
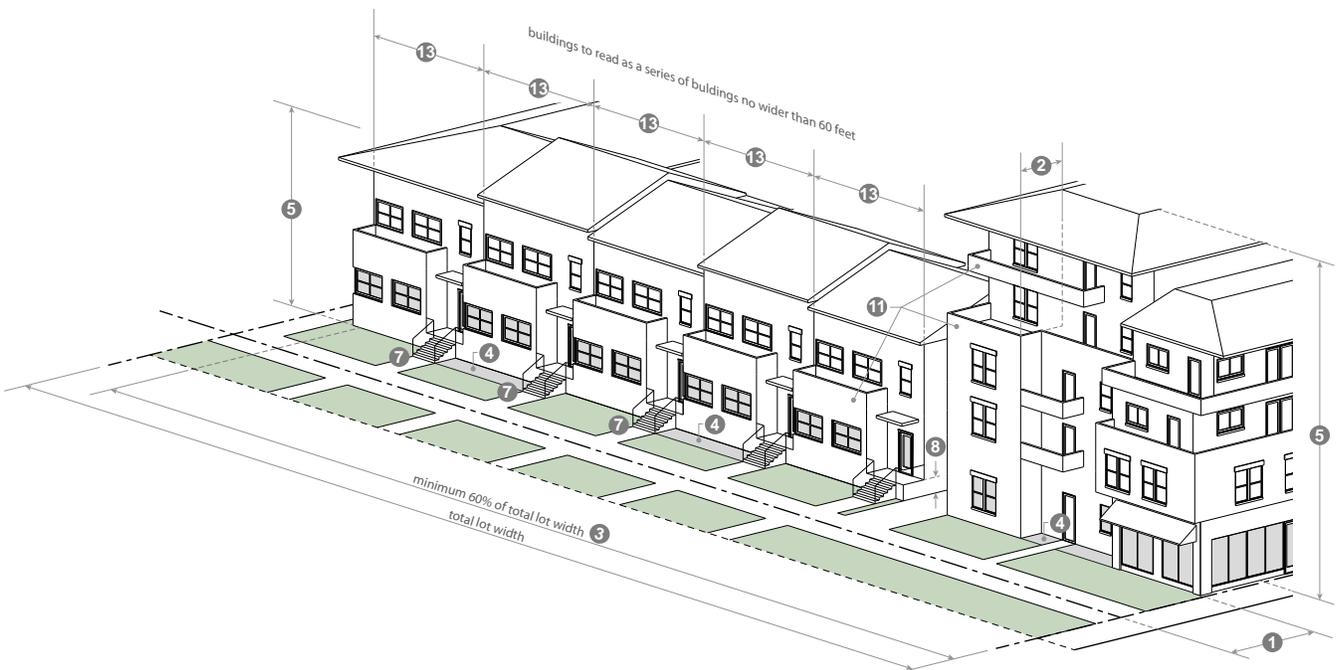


FIGURE 4-4C: VCMU BUILDING DEVELOPMENT STANDARDS: PEDESTRIAN PASEO FRONTAGE



BUILDINGS

Village Center Mixed Use

Table 4-3 prescribes building standards for the VCMU district. Regulations differ by street frontage as noted and the letters in the right-hand column are keyed to illustrations on Figure 4-4a through Figure 4-4c.

The following standards are applicable to all three street frontages in the VCMU district described in the Table 4-5:

Building Articulation

- Buildings must be designed to have a distinctive base, middle, and top. Cornices, balconies, and other architectural elements should be used to accentuate building structure.
- Buildings exceeding 40,000 square feet of total floor area must be designed with staggered rooflines, shaded roof decks, or other forms of architectural articulation.
- Facades must include building projections or recesses, doorway and window trim, and other details that provide architectural articulation and design interest.

Windows

- Windows must be inset at least 2 inches from face of building.
- Snap-in vinyl mullions between double-paned glass prohibited. Mullions must project away from window panes on both inside and outside of window.
- All windows must have transparent glass and provide views into spaces.

Materials

- Veneers must fully wrap any visible outside corners: avoid vertical joints at exterior corners; terminate thin brick veneer into inside corners.
- Materials must have an expected service life of at least 30 years.
- Exposed wood must be finished to minimize maintenance and improve longevity.

Multiple Family Residential District (MFR)

Table 4-4 prescribes building standards for the MFR district. Regulations differ by street frontage as noted and the letters in the right-hand column are keyed to illustrations on Figure 4-5.

The following standards are applicable to all three street frontages in the MFR district described in the Table 4-6:

Building Articulation

- Buildings must be designed to have a distinctive base, middle, and top. Cornices, balconies, and other architectural elements should be used to accentuate building structure.
- Buildings exceeding 40,000 square feet of total floor area must be designed with staggered rooflines, shaded roof decks, or other forms of architectural articulation.
- Facades must include building projections or recesses, doorway and window trim, and other details that provide architectural articulation and design interest.
- All residential units shall have the primary entrance, either individual or shared, facing a street, or pedestrian connection.
- Buildings must incorporate windows in or adjacent to the front door.

Windows

- Windows must be inset at least 2 inches from face of building.
- Snap-in vinyl mullions between double-paned glass prohibited. Mullions must project away from window panes on both inside and outside of window.
- All windows must have transparent glass and provide views into spaces. Maximum 15-foot blank wall between openings on the ground floor.

Table 4-4: Building Development Standards: Multiple Family Residential (MFR)

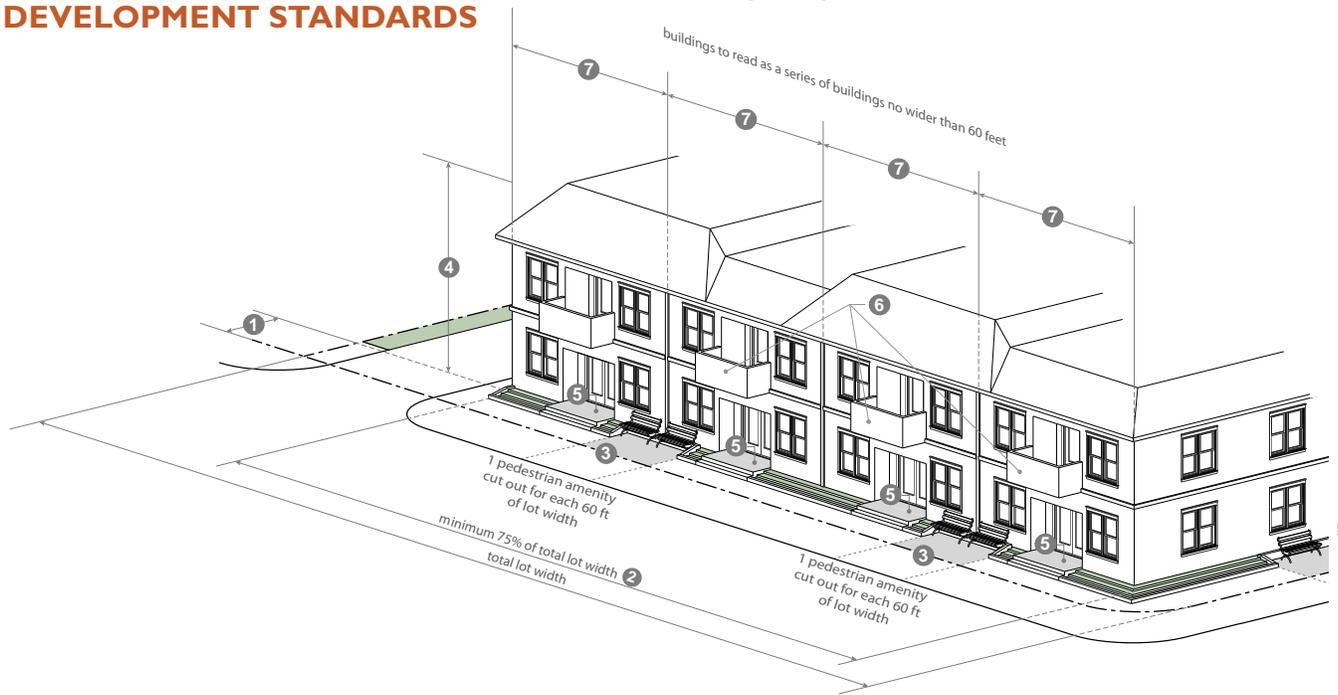
	<i>Deerwood Road</i>	<i>Omega/ Old Crow Canyon Road</i>	<i>Ryan Industrial Court</i>	Figure 4-5 Key
Setbacks (measured from property line)				
Ground Floor Front Setbacks	10 feet min; 15 feet max	5 feet min; 10 feet max	5 feet min; 10 feet max	1
Side and Rear Setbacks (measured from rear and interior side property lines)	10-foot setback required for new residential development properties abutting existing commercial and service-commercial uses. No minimum side/rear setback required in other locations.			-
Building Frontage				
Frontage Width	min 75% of lot width; max 90% of lot width	No requirement	min 75% of lot width; max 90% of lot width	2
Pedestrian Amenity Cut-outs	For every 60 feet of lot width, there must be at least one landscaped, publicly accessible area of at least 150 ft ² featuring benches, public art, a fountain, or other pedestrian oriented amenities. The area shall be adjacent to the public right-of-way.	No requirement	No requirement	3
Street wall				
Street Wall Height	35 feet max	35 feet max	35 feet max	4
Street Wall Openings	Multi-family developments may contain openings in the street wall up to 30 feet wide to allow for the extension of interior courtyards to the public street			-
Projection into ROW				
Minimum Height	12 feet from the street level	12 feet from the street level	12 feet from the street level	-
Building Entries				
Entry Projection or Recess	The primary residential building entry must incorporate a projection or recess of at least 5 feet, with a minimum area of 50 ft ² .			5
Porches, Stoops, and Verandas**	Porch, stoop, veranda, or similar entry feature required for all ground floor residential entrances. The highest elevation of the finished floor of the porch, stoop, or veranda must be at least 2 feet above the finished grade.			-
Upper-story Balconies				
Balcony Req.	At least one balcony required for each upper-story residential unit.			6
Projection into ROW Allowed Length	50% maximum of the main façade line, not to exceed 20 feet without a 10-foot separation.			-
Projection into ROW Allowed Depth	5 feet maximum			-
Articulation				
Buildings over 60 feet wide	Buildings over 60 feet wide must be broken down to read as a series of buildings no wider than 60 feet through changes in setbacks, materials, or other architectural detailing			7

* *Porch*: a covered but otherwise open platform that provides a transition between the interior of a building and the public space of the street.

* *Veranda*: a roofed platform along the outside of a house, level with the ground floor.

* *Stoop*: a staircase ending in a platform and leading to the entrance of a building.

FIGURE 4-5: MULTIPLE FAMILY RESIDENTIAL (MFR) DISTRICT BUILDING DEVELOPMENT STANDARDS



Materials

- Veneers must fully wrap any visible outside corners: avoid vertical joints at exterior corners; terminate thin brick veneer into inside corners.
- Materials must have an expected service life of at least 30 years.

Exposed wood must be finished to minimize maintenance and improve longevity.

Business Mixed Use, Commercial/Service Commercial and Production, Distribution and Repair Districts

Table 4-5 prescribes building standards for the BMU, C/SC, and PDR districts. The letters in the right-hand column are keyed to illustrations on Figure 4-6.

The following standards are applicable to all three districts described in Table 4-7:

Windows

- Windows must be inset at least 2 inches from face of building.
- Snap-in vinyl mullions between double-paned glass prohibited. Mullions must project away from window panes on both inside and outside of window.
- Openings must have transparent glazing and provide views into spaces.

Materials

- Veneers must fully wrap any visible outside corners: avoid vertical joints at exterior corners; terminate thin brick veneer into inside corners.
- Materials must have an expected service life of at least 30 years.
- Exposed wood must be finished to minimize maintenance and improve longevity.

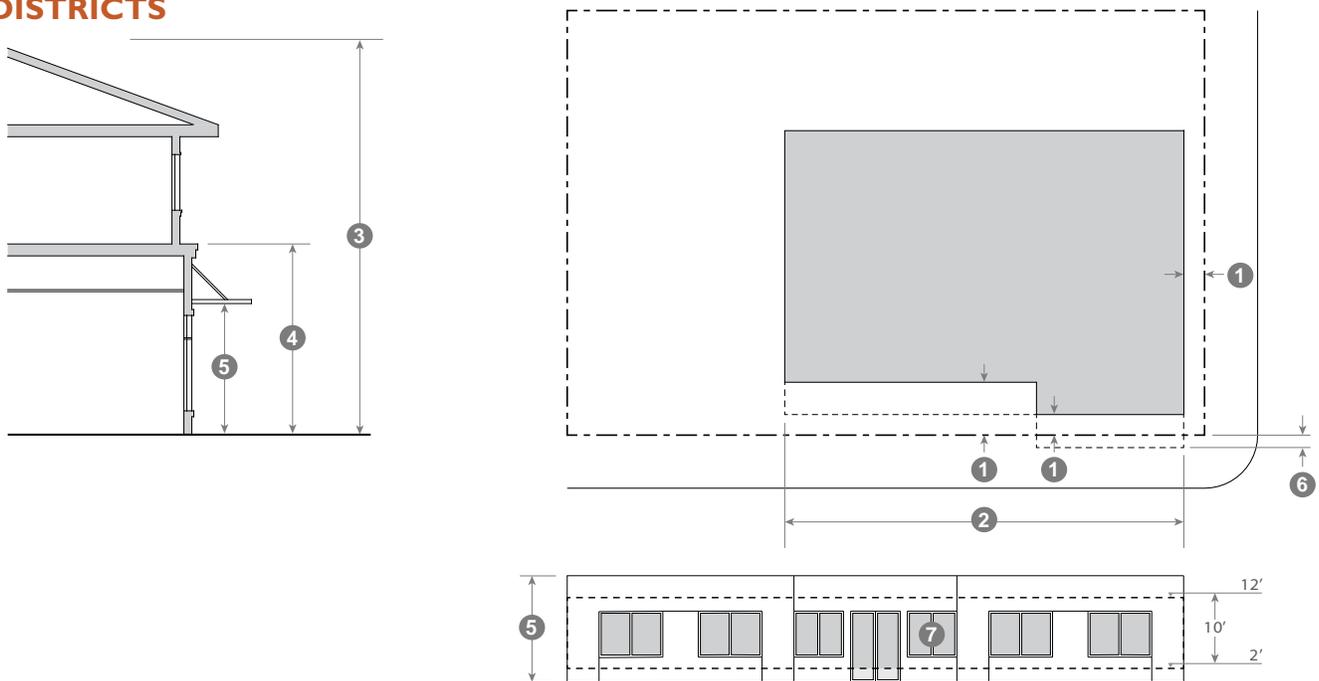
Table 4-5: Building Development Standards: BMU, C/SC, and PDR Districts

	BMU	C/SC	PDR	Figure 4-6 Key
Setbacks (measured from property line)				
Ground Floor Front Setbacks (measured from front/corner side property lines)	5 feet min; 20 feet max	5 feet min; 15 feet max	5 feet min; 15 feet max with pedestrian amenities along Deerwood Road; no requirement along other roads	1
Side and Rear Setbacks (measured from rear and interior side property lines)	25-foot setback required for properties abutting residential uses or lodging. No minimum side/rear setback required in other locations.			-
Building Frontage				
Frontage Width	No requirement	No requirement	Minimum 90% of lot width; maximum 95% of lot width along Deerwood Road; no requirement along other roads	2
Maximum Building Height				
	No requirement	No requirement	30 feet	3
Floor to Floor Height				
Ground Floor	15 feet minimum	15 feet minimum	15 feet minimum	4
Street wall				
Street Wall Height	No requirement	15 feet min along San Ramon Valley Boulevard	No requirement	-
Projection into ROW				
Minimum Height	12 feet from the street level	12 feet from the street level	12 feet from the street level	5
Allowed Depth (Awnings, canopies, and marquees, if provided)	No requirement	5 feet maximum	5 feet maximum	6
Ground floor windows				
Ground floor Transparency	Windows, doors, or other openings shall occupy at least 30% of the building frontage located between 2 and 12 feet above the level of the sidewalk along street, creek and informal frontages	Windows, doors, or other openings shall occupy at least 30% of the building frontage located between 2 and 12 feet above the level of the sidewalk	No requirement	7

Table 4-5: Building Development Standards: BMU, C/SC, and PDR Districts

	<i>BMU</i>	<i>C/SC</i>	<i>PDR</i>	<i>Figure 4-6 Key</i>
Building Articulation				
Buildings over 60 feet wide	Buildings over 60 feet wide must be broken down to read as a series of buildings no wider than 60 feet through changes in setbacks, materials, or other architectural detailing		No requirement	-
Vertical relationship	Buildings must be designed to have a distinctive base, middle, and top. Cornices, balconies, and other architectural elements should be used to accentuate building structure	No requirement	No requirement	-
Rooflines	Buildings exceeding 40,000 square feet of total floor area must be designed with staggered rooflines, shaded roof decks, or other forms of architectural articulation	No requirement	No requirement	-
Architectural interest	Facades must include building projections or recesses, doorway and window trim, and other details that provide architectural articulation and design interest	No requirement	No requirement	-

FIGURE 4-6: BUILDING DEVELOPMENT STANDARDS – BMU, C/SC, AND PDR DISTRICTS



Ground Floor Transparency shall be calculated as the percentage of the area of windows, doors and other openings between 2 and 12 feet above the level of the sidewalk.

PARKING AND LOADING

The parking and loading requirements of the San Ramon Zoning Ordinance shall apply in the Crow Canyon Specific Plan Area with the following exceptions:

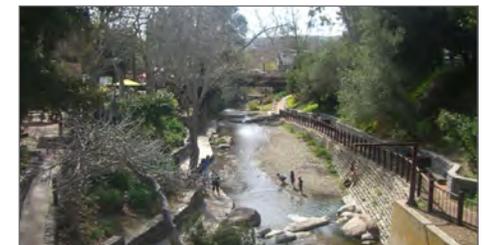
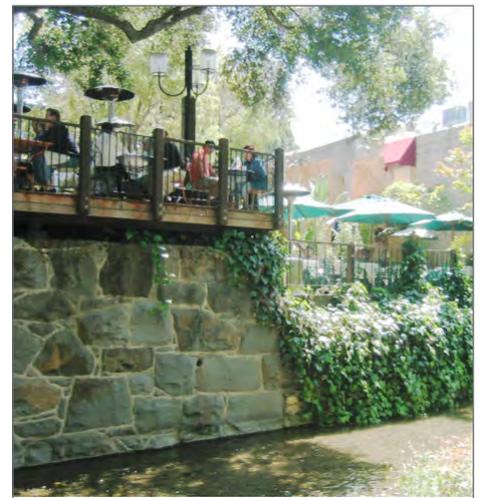
- Very-Low-Income and Low-Income Housing Units: Very-low-income and low-income housing units shall provide 1.25 parking spaces per unit plus 0.20 parking space per unit for visitors.
- All Other Housing Units: Of the residential parking requirements of the San Ramon Zoning Ordinance, 0.20 spaces per unit shall be considered parking for visitors.
- Non-Residential Development: Non-residential development shall not be required to provide more than one parking space for each 250 square feet of building area.
- Mixed-Use Development: On a site with both commercial and residential uses, up to 25 percent of the parking supplied for the commercial uses may satisfy the visitor parking requirement of the residential uses.
- Tandem Parking: Where a single housing unit is provided with two spaces, the spaces may be configured in tandem and shall count as two spaces.



CREEKS

San Ramon Creek and its east-west tributary stream are a distinct feature and a natural amenity of the Crow Canyon area. The mature trees, dense vegetation, and the creeks provide habitat for wildlife, a beneficial microclimate, as well as shade and visual relief. The natural creek setting was one of the main reasons for early settlements in San Ramon Valley, however, today most of San Ramon Creek is inaccessible and, with the exception of the tall trees, its presence is not very noticeable. Taking advantage of this asset in a deliberate manner and enhancing it as an amenity has the potential to make Crow Canyon a unique destination, as well as to offer access to open space and trails to local residents. When crossing the existing pedestrian-bicycle bridge over the creek, an impression of this beautiful creek setting can already be imagined.

There are many examples of successful integration of creeks into the urban environment and the use of them as assets while maintaining their function as a habitat. They can be an opportunity for creating open spaces, trails, connections, and experiences such as outdoor dining. Transformation of this scale will take time; small selective interventions and pilot programs can be a good starting point.



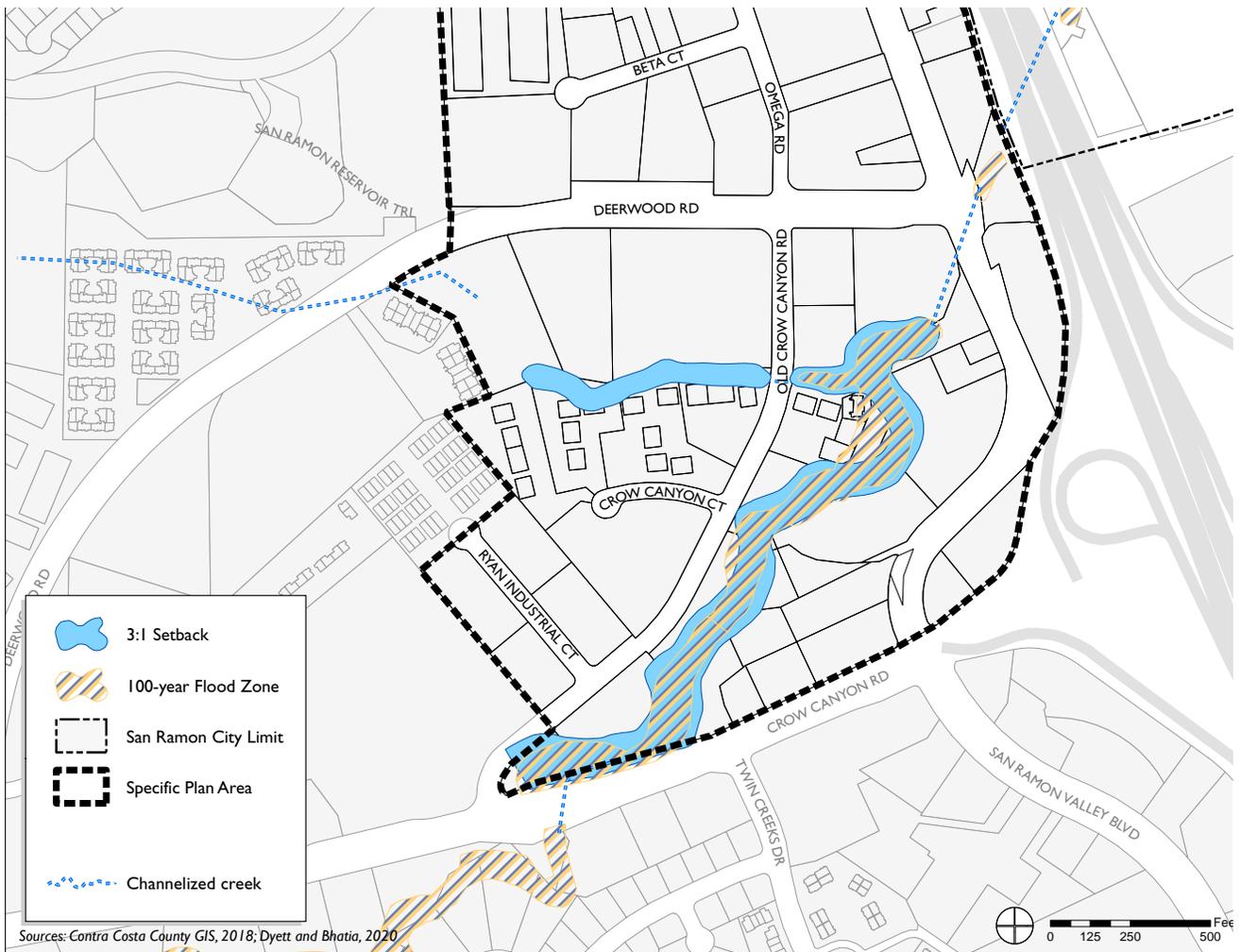
OBJECTIVE LU-5:

Preserve and enhance San Ramon Creek and its tributary as an environmental resource while also enhancing the riparian corridor as a recreational open space amenity for the community.

- **Policy LU-5.1** For projects on properties abutting San Ramon Creek or its tributary within the Plan Area, require an irrevocable offer to dedicate a public access easement of minimum dimensions necessary to permit construction of a multi-use trail within the CRZ as a condition of project approval.
- **Policy LU-5.2** Property owners shall be responsible for maintenance of the public access easement described above unless they opt into a special purpose district established for the purpose of maintaining creekside improvements.
- **Policy LU-5.3** Maintain a Creek Riparian Zone (CRZ) calculated as an imaginary plane extending at a 3:1 (horizontal: vertical) angle from the deepest point of the creek to the top of the creek bank as shown in Figure 4-7. Within the CRZ, development shall be subject to the following requirements:
 1. No new habitable structure shall be constructed within the CRZ unless adequate geotechnical and hydromorphologic studies have been conducted to demonstrate the long-term stability of the creek bank.
 2. All new development shall maintain or create an adequate buffer between the creek bank and any structure or fence line to allow for easy maintenance of the creek including access by equipment that may be needed to remove debris such as down trees or other significant objects. The access shall be between 6-10 feet wide and be accessible to a small, wheeled vehicle. The access parallel to the creek shall be connected to a public street either directly or through a continuous set of setbacks, which meet this standard and are prohibited from further development.
 3. No new structures, utilities, grading or impervious surfaces shall be constructed within the dripline, or 15 feet, whichever is greater, of any tree in the CRZ, unless supported by a study undertaken by a certified arborist
 4. Parking structures and surface parking lots are not allowed within CRZ unless applicable water quality standards can be met.
 5. No equipment, trash, hazardous materials, paint, petroleum products, or other such materials shall be stored within the 100-year/1 percent chance per year flood zone or within a 10-foot wide zone from the edge of the creek bank, whichever is wider.

6. New developments shall not install drainpipe outfalls on creek banks or direct surface drainage toward creek banks.
 7. All improvements shall be design in accordance with the requirements of Division C4, Chapter IV, Flood Insurance Program, of the San Ramon Municipal Code.
 8. No structures, grading or other improvements shall be made without first obtaining all required permits from the regulatory agencies including, but not necessarily limited to: the California Department of Fish and Wildlife, the Regional Water Quality Control Board, the United States Army Corps of Engineers and the United State Fish and Wildlife Service.
- **Policy LU-5.4** Allow active and passive recreational uses within the CRZ such as walking, bicycling, and sitting opportunities. Picnic and play areas can be provided in the new park facility along the creek.

FIGURE 4-7: CREEK RIPARIAN ZONE (ILLUSTRATIVE)



4.6 Design Guidelines

This section lays out Design Guidelines that complement the mandatory standards listed in the previous section. The Design Guidelines provide more general direction on intended design features and shall form the basis for project design review.

BUILDING DESIGN

- DG-1** Adjacent buildings and buildings on the same block should exhibit variation in height and massing.
- DG-2** Corner buildings should have distinct architectural features and defined building entrances at the corner to animate the intersection and facilitate pedestrian flow.
- DG-3** Residential buildings should have distinct base, middle, and top sections, with varying materials, colors and articulation to distinguish the middle from other sections.
- DG-4** Mechanical, electrical, and all other building equipment should be concealed from all public rights-of-way, pedestrian paths and adjacent buildings. Mechanical equipment should not be located along the ground floor street frontage. Screens should be consistent with the building design or site landscaping.

GROUND LEVEL USES

- DG-5** Ground floor spaces should be designed to accommodate a variety of uses, for instance by providing spaces of sufficient sizes and equipping with the necessary building infrastructure like gas lines, ventilation, water hook-ups, etc., to accommodate food service establishments.
- DG-6** Outdoor dining areas are encouraged on Retail Frontage Streets and along pedestrian connections. Outdoor seating areas may be accommodated within building setbacks as part of the business frontage zone (see guidelines for streets and streetscape).
- DG-7** Commercial establishments should be designed to complement the pedestrian oriented nature of the neighborhood centers and the scale of the neighborhood. Larger establishments (including stores and supermarkets) are encouraged to the extent that they are designed with a pedestrian orientation.



OPEN SPACE AND LANDSCAPING

- DG-8** Spaces should be designed to balance privacy and safety with air and sunlight access. This can be achieved by prioritizing

south facing open space opportunities and designing balconies with slatted or otherwise partially transparent grating or railing.

- DG-9** Landscaped and common areas in new development should be maintained privately.
- DG-10** Bioswales and rain gardens are encouraged in planting areas and curb extensions to provide retention basins and improved stormwater management.
- DG-11** Selected plants should be selected for drought-tolerance, hardiness, beauty, and ability to support a variety of pollinators and bird species. Evergreen shrubs and trees should be used as a screening device along rear property lines (not directly adjacent to residences), around mechanical appurtenances, and to obscure grillwork and fencing associated with service areas, parking garages, etc. Flowering shrubs and trees should be used where they can be most appreciated, adjacent to walks and open space areas, or as a frame for building entrances, stairs, and walks. Flowers with annual or seasonal color are recommended to highlight special locations, such as courtyards, building entrances, or access drives.

MATERIALS AND COLOR

- DG-12** Highly finished materials such as polished metal and reflective glass and extremely rustic materials such as unfinished wood should be used appropriately as building accents.
- DG-13** Color palettes should reinforce building identity and should complement changes in plane.
- DG-14** Roof materials should complement the materials and colors of the façades and provide texture or relief.
- DG-15** Trellises and vines or other plantings may be used on building exteriors to insulate and cool interiors.

WAYFINDING AND SIGNAGE

- DG-16** Signs (including supporting structures, if any) should be designed as an integral design element of a building's architecture and should be architecturally compatible, including color and scale, with the building and surrounding structures.
- DG-17** Signs above the first story should not obstruct views from inside or outside upper stories. Externally lit signs should not illuminate upper stories; instead, illumination should focus

on the sign itself or downward toward the sidewalk.

- DG-18** Signs should employ designs, features, materials, and colors that are consistent with the scale and character of the district in which they are located.
- DG-19** Where a sign is located in close proximity to a residential area, the sign should be designed and located so it has little or no impact on adjacent residential neighborhoods.
- DG-20** The size and proportion of the elements of the sign's message, including logos, letters, icons, and other graphic images, should be selected based on the anticipated distance and travel speed of the viewer. Sign messages oriented towards pedestrians should be smaller than those oriented towards automobile drivers.
- DG-21** Colors chosen for the sign text and/or graphics should have sufficient contrast with the sign background in order to be easily read during both day and night hours.
- DG-22** High quality materials should be used, such as finished wood, metal, and woven fabric.
- DG-23** Design signs to be readable, unambiguous, and concise, so that a viewer can understand or make sense of what appears on the sign. Excessive use of large areas of several colors can create competition for the eye and significantly reduce readability.
- DG-24** Consider up-lit signage or use of accent lighting or other subtle illumination to improve visibility at night.
- DG-25** Prohibit internally lit signs and signs with raceway channel letters.
- DG-26** Visual gateways to the Crow Canyon district should be established using distinct plantings, public art, signage, lighting, and distinct intersection configurations (i.e. roundabouts) at the following intersections: Fostoria Way and San Ramon Valley Boulevard; Old Crow Canyon Road and Deerwood Road; and San Ramon Valley Boulevard and Deerwood Road.
- DG-27** Gateway features should be unique in design, visible to both motorists and pedestrians, and emblematic of the Crow Canyon district's historic identity.

BUFFERS

Applies to BMU, C/SC, and PDR only

DG-28 Non-residential uses located next to residential properties or sensitive uses should provide vegetative screening.

TRAILS AND PATHS

DG-29 Trails are allowed on each side of the creek and should be carefully integrated with the topography. They should be constructed with water-permeable materials or kept natural.

DG-30 Paths near structures can be paved as long as porous materials are used.

DG-31 Provide bicycle parking racks at key access points.

DG-32 Pedestrian-bicycle bridges should be designed to minimize visual and physical impacts.

DG-33 Connect existing or new pedestrian paths in the area to the trail access points.

DG-34 Provide wayfinding signage that uses a consistent design and is placed at key locations, i.e. at trail access points at streets, path intersections, and at special features.

DEVELOPMENT ALONG CREEK FRONTAGE

DG-35 New development should take advantage of the proximity to the Creek and open up views and provide public access to the Creek, including landscape and trail improvements.

DG-36 Public ground floor uses such as retail, restaurants, cafes and outdoor seating areas are encouraged along the creek frontages where such development is consistent with Policy LU-5.3 or located outside of the CRZ.

DG-37 Buildings fronting on the creeks should have windows oriented to the creek but should not turn its back to the road. On the ground floor, transparent windows and doors that allow for a direct connection to the creek are encouraged, as are patios and balconies.

DG-38 Vehicular access and loading areas should be avoided adjacent to the CRZ with the exception of emergency vehicle access.

DG-39 Landscaping on private land near the CRZ should be designed to complement existing riparian vegetation. Native and watershed related plant species are encouraged.

DG-40 Any grading in connection with natural creek restoration that widens the cross-sectional area for flooding is encouraged to the extent it is consistent with applicable federal, State and local regulations.



CHAPTER

5

Community Facilities

5 COMMUNITY FACILITIES

Within the Plan Area, San Ramon Creek and its tributary represent a natural amenity with the potential to become a defining feature of the area and an attraction for all residents of San Ramon. The Plan envisions a new neighborhood park adjacent to San Ramon Creek with multi-use trails connecting it to the Village Center and surrounding residential neighborhoods, helping to create a distinct sense of place.



5.1 Parks and Community Amenities

OBJECTIVE CF-1:

Create a neighborhood park and creekside trail system to visually enhance the planning area and provide a recreation and open space resource for residents and businesses.

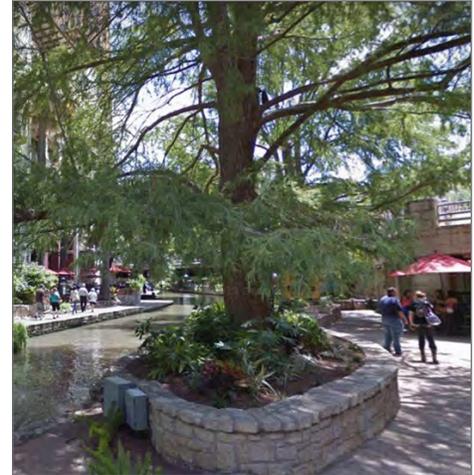
San Ramon Creek and its tributary are the principal natural system and an important visual feature in the Plan Area. The Hyatt House hotel use the stream banks as a visual and passive recreation opportunity, but most other existing development in the area hasn't taken advantage of the creeks in the same way. As redevelopment of land adjacent to the creeks takes place, there is an opportunity to incorporate the creeks into site design in a way that enhances them as a natural amenity and provides open space and recreational opportunities.

- **Policy CF-1.1:** Acquire additional land to develop a neighborhood park adjacent to San Ramon Creek on the south side of Old Crow Canyon Road.

The Parks and Community Services Master Plan recommends that neighborhood parks be at least 2 acres in size, as smaller cannot accommodate the recreational elements needed for a successful facility as well. The City of San Ramon currently owns 1.3 acres of land on the south side of Old Crow Canyon Road. Adjacent to the southwest, there is a 1.2-acre site (APN 208-290-004) that could be acquired by the City to allow for creation of a neighborhood park, laid out as a passive recreation park with benches, picnic tables and possibly a tot lot and should be provided with trails connecting to a future multi-use trail system on the north banks of San Ramon Creek and its tributary. The park encompasses the historic stagecoach crossing from the original Crow Canyon Road across the creek. Many of these stage lines connected San Ramon through the valley to Oakland.

Figure 5-1 illustrates a design concept for the park. The northwest portion of the future park site may form an entrance plaza to the park if a pedestrian bridge to the trail on the north bank is developed. The remaining portions of the park site further to the west and on the south side of San Ramon Creek are either steep or isolated. It is recommended that they be planted with native plant materials to function as wildlife habitat and a visual amenity.

- **Policy CF-1.2:** Require public access easements along San Ramon Creek and its tributary for the implementation of a continuous multi-use trail system connecting the neighborhood park with the Village Center and surrounding residential neighborhoods. (See also Policy LU-5.1)



The Plan requires that developments on properties abutting San Ramon Creek or its tributary make an irrevocable offer to dedicate a public access easement of minimum dimensions necessary to permit construction of a multi-use trail within the CRZ as a condition of project approval. Creekside development standards in Chapter 4 of this Plan call for a trail sufficient for bicycles and maintenance vehicles generally following the edge of the creek, with sections stubbed out where future development can logically continue the trail, consistent with resource agency requirements. Active and passive recreational uses, such as walking, bicycling, and seating are allowed within the CRZ. Picnic and play areas are envisioned in the new park facility along the creek. Until all sections are complete, development with isolated sections should provide access from the nearest public right-of-way. While the easement dedication would be a condition of approval for new development, the physical improvements are included in the Specific Plan Public Improvement Budget Analysis. (See also Chapter 4 Land Use and Urban Design for Creekside development standards).

- **Policy CF-1.3:** Design improvements within the CRZ to protect the natural resources and wildlife habitat of the riparian zone.

The CRZ provides a natural riparian corridor with heavy planting and abundant wildlife. Adequate buffer between the creek banks and any improvements or structures must be maintained, consistent with the standards and guidelines includes in Chapter 4 Land Use and Urban Design. To limit the potential for stormwater pollution and optimize views of the creeks, parking lots, roads and driveways should be located away from the creeks to the extent possible, must make use of porous paving materials, and should provide landscaping to expand the natural corridor.



**FIGURE 5-1:
PARK DESIGN CONCEPT**

5.2 Schools

All new residential development in the Plan Area is anticipated to be multi-family housing (such as apartments, townhomes, and condominiums), which typically has a lower student generation rate than single-family homes. As part of the development review process, the San Ramon Valley Unified School District (SRVUSD) determines student generation rates to assess capacity and set development impact fees. Based on this student generation rate, the Plan does not anticipate the need for new schools in the Plan Area. Instead, new residential development will send students to existing schools elsewhere in the San Ramon Valley Unified School District.

OBJECTIVE CF-2:

Provide adequate public schools for residents of the Crow Canyon Specific Plan Area.

- **Policy CF-2.1:** Require that new development contribute school impact mitigation fees.

Senate Bill 50 (1998) requires new residential development to contribute school impact mitigation fees.



5.3 Childcare

While the Plan does not mandate provision of new day care facilities, new residential development in the Plan Area and the adjacent Preserve subdivision in combination with existing employers in the area will generate demand for these valuable community-oriented facilities.

OBJECTIVE CF-3:

Support availability of private community childcare facilities and services to residents and employees of the Crow Canyon Specific Plan area.

- **Policy CF-3.1:** Encourage the provision of childcare facilities and services in private development projects.

Large employers have found it beneficial to support day care facilities and services on or near the place of employment. During the day, parents and children are nearby and employee tardiness and absenteeism are reduced. In reviewing new or expanded large-scale office buildings and other employment centers greater than 25,000 square feet, the City should support employers' efforts to provide day care.



5.4 Fire Protection

OBJECTIVE CF-4:

Ensure that the Plan Area is supplied with appropriate fire protection services, including adequate fire stations and maneuverable streets.

The San Ramon Valley Fire Protection District (SRVFPD) provides services to the Specific Plan Area and would continue to do so under the plan conditions. Fire Station No. 38, located approximately 1.5 miles southwest of the Specific Plan Area, has primary responsibility for fire and emergency medical services. Fire and emergency vehicles would access the site via Deerwood and Old Crow Canyon Roads. Station No. 31, located approximately two miles north of the Plan area, has secondary responsibility for fire and medical services. Fire and emergency medical vehicles from Station No. 31 would access the Plan Area via San Ramon Valley Boulevard. The SRVFPD indicates that it can accommodate the development projected under the Plan, and would not need to construct new facilities, expand its existing facilities, or hire additional staff because of the new development or change in uses.

- **Policy CF-4.1:** Design streets to provide adequate maneuvering space for emergency vehicles.

Current response times are under five minutes. The potential exists for emergency responses to be delayed because of traffic conditions and street layout. The SRVFPD requires streets to be at least 20 feet wide plus eight feet for each parking lane and is involved in the design review process to ensure adequacy of design.





CHAPTER

6

Circulation

6 CIRCULATION

This chapter describes the program of transportation improvements that both supports and encourages new development within the Plan Area. The area enjoys good access and visibility from the freeway and arterials — I-680, Crow Canyon Road and San Ramon Valley Boulevard — but there are opportunities to improve mobility for future residents of the area and for patrons of area businesses, particularly in the Village Center. Improvements to the circulation system can also help to build a unique sense of place for the Crow Canyon Area. A beautified San Ramon Valley Boulevard serves as a key commercial corridor and gateway to the City, pedestrian and bicycle improvements support the vitality of the Village Center, and wayfinding and signage brands the area and provides a connection to its historic role in the City’s development. The following objectives and related policies describe the program of transportation improvements that will contribute to the emergence of the Crow Canyon Specific Plan Area as a vital mixed-use area within the City.



6.1 Roadway System

The local roadway network will accommodate residents, employees, and visitors to the Plan Area, including residents of the Preserve subdivision and surrounding neighborhoods who will travel through the area and patronize its businesses. As shown on Figure 6-1, the principal north-south thoroughfare is San Ramon Valley Boulevard, an arterial roadway that runs the length of the city and serves as a gateway to San Ramon from the north. A commercial corridor, San Ramon Valley Boulevard has two travel lanes in each direction and a center lane for left turn pockets and a median. All other roadways in the area are classified as local streets, typically providing one travel lane in each direction and two aisles of on-street parking. Classified as a collector street, Deerwood Road provides east-west access through the Plan Area and has been improved with two travel lanes in each direction and a center lane for left turn pockets and a median. The recently-constructed Faria Preserve Parkway provides access to a hilltop residential subdivision. To accommodate development at The Preserve, the program of improvements to the vehicular network shown in Table 6-1 is planned. These improvements are adequate to accommodate traffic from buildout of the Plan as well as development of the Preserve subdivision. Any other traffic impacts of new development will be offset through assessment impact fees for signalization and lane reconfiguration.



OBJECTIVE CIR-1:

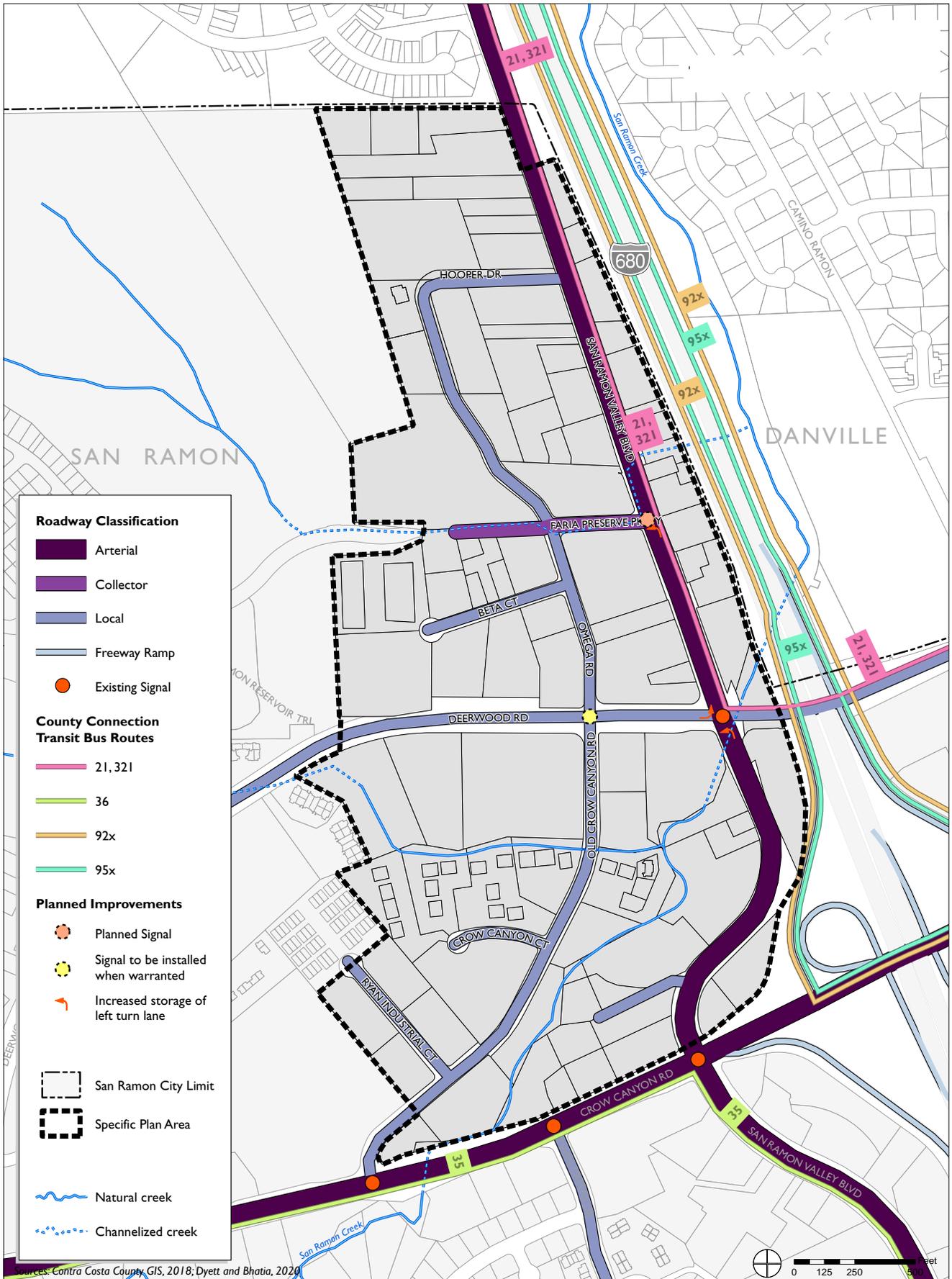
Provide a roadway system that supports the efficient movement of vehicles, bicycles, and pedestrians and balances the need for through movement with the vitality of the Village Center and San Ramon Valley Boulevard.

- **Policy CIR-1.1:** Implement the improvements outlined in Table 6-1 to ensure an efficient, interconnected roadway network.

Table 6-1: Summary of Planned Vehicular Improvements

Intersection	Planned Improvement
San Ramon Valley Boulevard and Faria Preserve Parkway	Increased north-bound left turn storage
San Ramon Valley Boulevard and Deerwood Road	Increased north-bound left turn storage
San Ramon Valley Boulevard and Deerwood Road	Increased east-bound left turn storage
San Ramon Valley Boulevard and Faria Preserve Parkway	A new traffic signal at the intersection
Omega Road/Old Crow Canyon Road and Deerwood Road	When warranted, a new traffic signal

FIGURE 6-I: TRANSIT AND ROADWAYS



6.2 Streetscape Design and Pedestrian Circulation

Roadways serve as movement corridors connecting destinations within a community, but they also shape our sense of a place and contribute to the social life of the city. Roadways and sidewalks—together called “streetscapes”—are an important component of public space. Attractive, well-maintained streetscapes that invite walking and bicycling tend to attract new businesses and increase local economic activity in areas with the density of residents and employees to support it. As such, a focus on the design of streetscapes in the Village Center and on San Ramon Valley Boulevard can help to create attractive urban spaces that support the vitality of retail and commercial businesses.

OBJECTIVE CIR-2:

Improve streetscapes in the Village Center and on San Ramon Valley Boulevard to support economic vitality and heighten sense of place.

- **Policy CIR-2.1:** Undertake streetscape and landscape improvements such as tree wells with benches, green sidewalks, street furniture, and public art along Deerwood, Old Crow Canyon, and Omega Roads in the Village Center to beautify both the pedestrian and visual environment.
- **Policy CIR-2.2:** Provide adequate sidewalks and an attractive environment for pedestrians and business-related activities.

Figures 6-2, 6-3, and 6-4 show existing and proposed streetscapes for Deerwood, Old Crow Canyon/Omega Roads, and San Ramon Valley Boulevard in the Village Center. In the Village Center, street furniture, outdoor seating, and public art incorporated into setback areas on private property will heighten the pedestrian realm and contribute to the vitality of the area. See also Chapter 4 Land Use and Urban Design for objectives and policies regarding public realm improvements.

- **Policy CIR-2.3:** Incorporate tree wells into the parking lane of Old Crow Canyon Road south of the Creek and San Ramon Valley Boulevard to create a staggered double-row of street trees and to visually narrow the streets while maintaining adequate lane capacity, on-street parking and sidewalk widths.

San Ramon Valley Boulevard is lined with commercial businesses, and the Plan seeks to strengthen its role as a commercial corridor and gateway into the City. The City has already undertaken streetscape beautification improvements on San Ramon Valley Boulevard at the Danville town limits and in conjunction with construction of Deerwood Road. The Plan calls for additional improvements to



FIGURE 6-2: STREET CROSS-SECTION: OLD CROW CANYON ROAD



Old Crow Canyon Road looking north

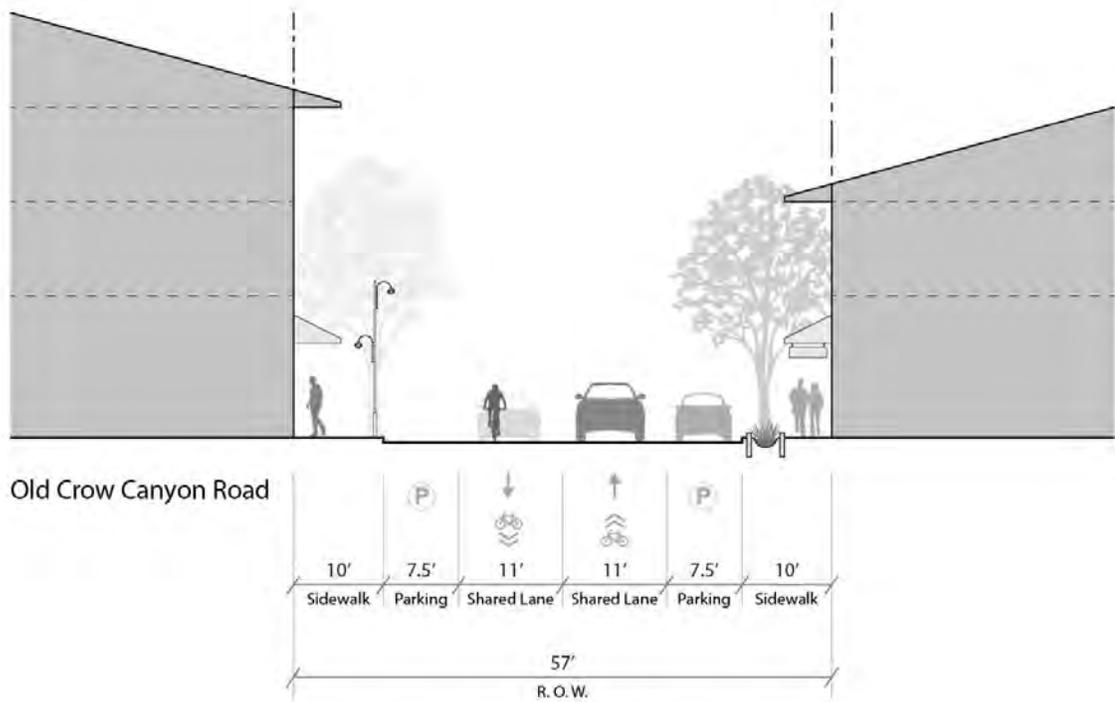


FIGURE 6-3: STREET CROSS-SECTION: DEERWOOD ROAD



Deerwood Road looking west

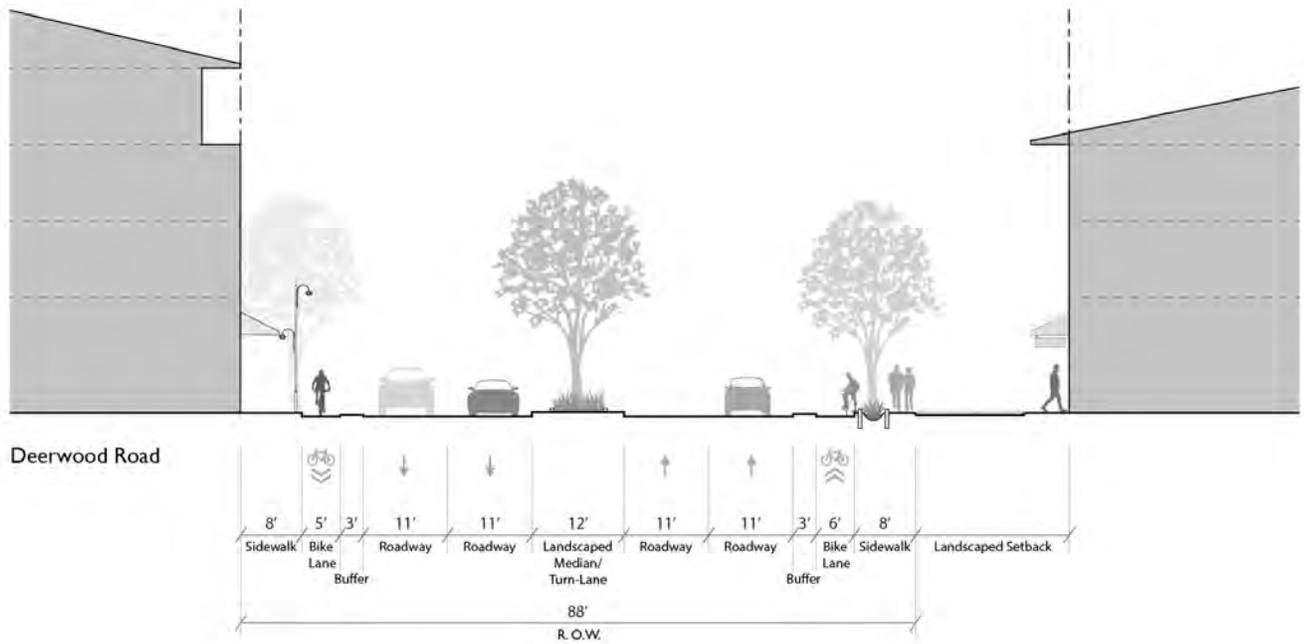
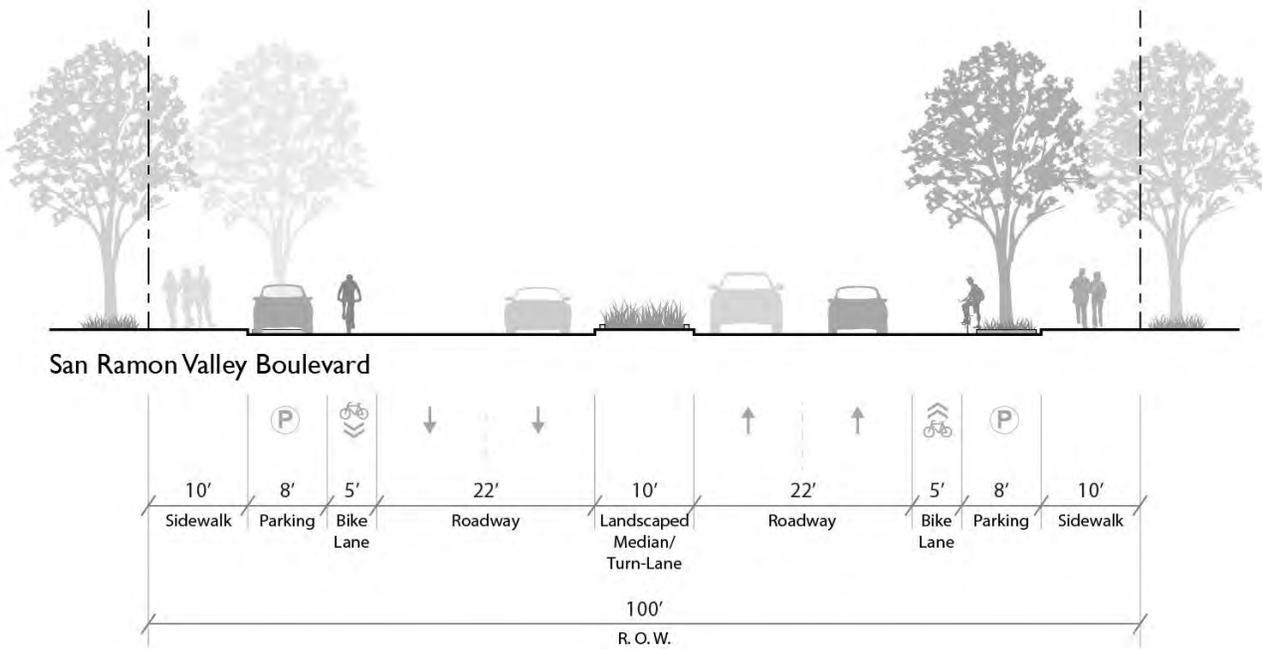


FIGURE 6-4: STREET CROSS-SECTION: SAN RAMON VALLEY BOULEVARD



San Ramon Valley Boulevard looking south



beautify the area, including landscaping that is consistent with or complimentary of existing improvements, such as street trees or landscaped bulbouts, as shown in Figure 6-4. Pursuant to the City's Engineering Design, Grading and Procedures Manual, developers are required to provide streetscape/frontage improvements along existing and proposed roadways.

OBJECTIVE CIR-3:

Promote pedestrian connectivity and walkability in the Village Center.

The existing pedestrian network features continuous sidewalks on all rights-of-way with the exception of about 370 feet on the west side of Old Crow Canyon Road south of Deerwood Road. The Plan features a pedestrian bridge over San Ramon Creek, connecting the office uses facing Old Crow Canyon Road with the office uses facing San Ramon Valley Boulevard. However, only one signalized intersection currently exists within the planning area, located at the intersection of Deerwood Road/Fostoria Way and San Ramon Valley Boulevard.

Old Crow Canyon Road and Omega Road form the walkable spine of the future Village Center, providing connections to the creeks to existing and planned office and residential development in the south of the Plan Area. New mixed use residential and retail development is envisioned along Deerwood Road near the prominent intersection with San Ramon Valley Boulevard, where retail has the best chance of success. Streetscapes along these corridors need to complement the pedestrian-oriented development envisioned, and provide adequate but safe circulation for vehicles, bicycles, and pedestrians, on-street parking and a comfortable pedestrian experience.

- **Policy CIR-3.1:** Enhance Old Crow Canyon, Omega, and Deerwood Roads in the Village Center to provide a continuous path of travel for pedestrians, with wide sidewalks, landscaping, and other pedestrian amenities. Require right of way dedication as needed to close gaps the sidewalk network.

The existing structure of the Plan area is generally defined by wide streets designed for automobiles and large blocks that do not facilitate pedestrian access. As residential and mixed use development occurs in the Plan area, there will be opportunities to introduce pedestrian links through large blocks to key destinations, including retail and restaurants in the San Ramon Square shopping center and the creekside trails.

- **Policy CIR-3.2:** Require public access easements to create right of way dedication to create new pedestrian paseos through large blocks that facilitate access to retail shops, restaurants and the creeks within the Village Center.



6.3 Bicycle Circulation

OBJECTIVE CIR-4:

Expand the system of bikeways and multi-use trails in the Plan Area as convenient and fun alternative for trips made for work, errands, and recreation.

In 2018, the City adopted the Bicycle Master Plan, which lays out a vision for a safe and comfortable bicycle network that can be enjoyed by all residents, students, commuters, and visitors. The network includes high-quality infrastructure in the form of multi-use paths, separated bike lanes, buffered bike lanes, traditional bike lanes, and bike boulevards, as well as spot improvements at key intersections, freeway interchanges, and to close network gap and complement the extensive existing network. Existing and planned bicycle facilities are shown on Figure 6-5.

- **Policy CIR-4.1** Establish bicycle lanes and routes that connect key destinations by completing the improvements envisioned for the Plan Area in the 2018 San Ramon Bicycle Master Plan.
- **Policy CIR-4.3:** Provide bicycle parking as a street amenity throughout the Village Center. Bicycle parking should be safe and secure, and protected from inclement weather where possible.

The existing and planned bicycle network does not include a facility on Old Crow Canyon Road, the walkable/bikeable corridor envisioned to connect the Village Center, the creeks, and existing and planned office and residential development in the south of the Plan Area. The Plan envisions additional bicycle facilities as shown on Figure 6-5 to complement the network and enhance connectivity within the Plan Area.

- **Policy CIR-4.4:** Establish a Class III bikeway in both directions on Old Crow Canyon Road to connect the Village Center with the south of the Plan Area and the creeks.

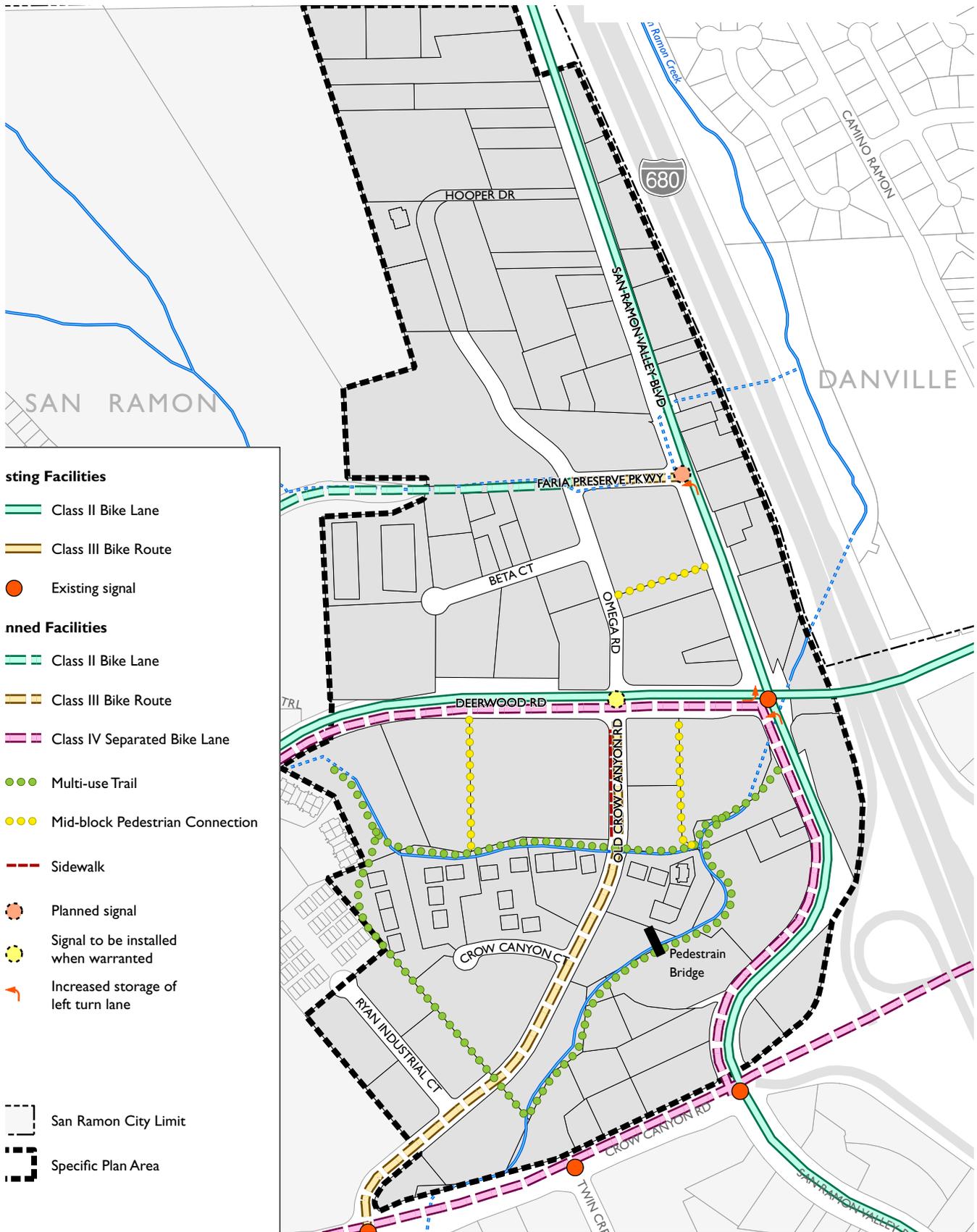
Class III bikeways are routes in mixed traffic along designated streets, which have relatively low traffic volumes. This new bikeway will be incorporated into the Bicycle Master Plan, which is implemented through the City's Capital Improvement Program on a priority basis.

- **Policy CIR-4.5:** Design and construct a multi-use trail system along San Ramon Creek and the unnamed tributary in the Plan Area, as shown on Figure 6-5.

As described in the Land Use and Urban Design chapter of this Plan, a multi-use trail system is envisioned within the CRZ. With redevelopment of properties abutting San Ramon Creek or its tributary, project applicants are required to provide an irrevocable offer to dedicate an easement of sufficient size to allow for construction of the trail. Ten feet is wide enough for two bicycles to pass or for bicycles and pedestrians to mix.



FIGURE 6-5: PEDESTRIAN AND BICYCLE NETWORK



6.4 Transit and Shared Mobility

OBJECTIVE CIR-5:

Expand options for collective transport to and from the Plan Area in order to reduce the impacts of vehicular circulation on traffic congestion, parking, air quality, and noise.

Collective transport includes public transit, shuttles and other forms of shared mobility, including on-demand ride hailing services like Uber and Lyft. These modes can reduce the number of single-occupant vehicles on the road and help San Ramon achieve community-wide targets for reducing traffic congestion, vehicle miles traveled, and greenhouse gas (GHG) emissions.

- **Policy CIR-5.1:** Improve transit service in the Crow Canyon Specific Plan Area.

The quality of transit service is determined by a range of factors, including frequency, reliability, and ease of access. County Connection provides fixed-route and paratransit bus service for communities in Central Contra Costa County, and the Plan Area is currently served by two County Connection bus routes (Figure 6-1). As the Plan is built out and new residents move into the area, there will be opportunities to expand transit service and frequency. The City and developers should work with the Central Contra Costa Transit Authority to explore additional routes and more frequent service as the Plan Area develops. Streetscape improvements should anticipate bus turnouts and shelters. As an area that can accommodate multi-family housing to help the City meet its RHNA allocation, including housing to meet the needs of low income residents and seniors who typically own fewer cars and may be more reliant on alternative modes, consideration should also be given to the needs of transit-dependent populations.

- **Policy CIR-5.2:** Collaborate with public and private entities to provide for expanded shuttle service.

In addition to local transit service, San Ramon residents and employees also have access to a range of public and private options. Employees of firms in the Bishop Ranch Business Park enjoy free, fast, and frequent bus service with direct local and express connections to Walnut Creek BART, Dublin/Pleasanton BART, Pleasanton ACE Train and regional Park & Ride lots. Bishop Ranch commuters from San Francisco have their own private direct luxury express bus service. County Connection also offers public connections to regional transit facilities, including the Dublin/Pleasanton BART station, Pleasanton ACE station, Walnut Creek BART station. As the Plan is built out, coordination and collaboration with transit providers and major employers will ensure that future residents of the Crow Canyon area have shuttle and transit options to access employment centers and regional transit hubs.



6.5 Parking and Transportation Demand Management

In the future, as the Plan Area is built out there will be opportunities to expand transit and employer shuttle service, and the planned improvements to the citywide bicycle network will connect the Plan Area with other destinations in San Ramon. Nevertheless, access by car will continue to be important for many people, including the residents of the hilltop Preserve subdivision. Providing adequate parking is also important for retail success and to reduce vehicle miles spent looking for parking. An integrated parking strategy that minimizes the need for constructing excessive parking, meets community and business owner desires for convenient access is an essential component of the Plan.

OBJECTIVE CIR-6:

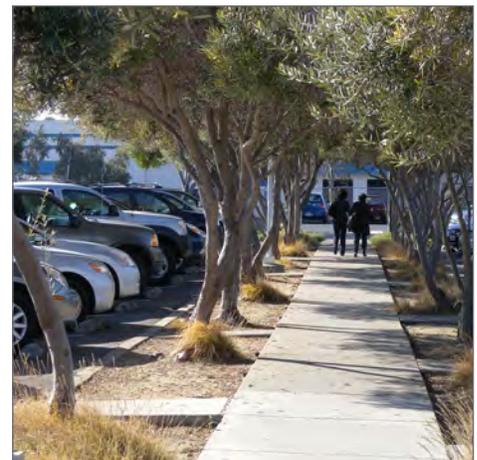
Provide adequate parking to accommodate new residential, retail and mixed use development, balanced with the desire to promote transit, walking, and bicycling.

Parking can be one of the most expensive components of development, particularly in higher density areas where parking is incorporated into a building or constructed below grade. Parking structures often have blank walls or create wide gaps between buildings for vehicle access, which can interrupt the continuity of the pedestrian experience— so important for the vitality of the Village Center.

- **Policy CIR-6.1:** Maintain on-street parking where it exists and include on-street parking in the redesign of streets, to enhance access to new residential and mixed use developments and to establish a buffer between pedestrians and traffic.
- **Policy CIR-6.2:** Maximize on-street parking in the Village Center, by minimizing the number, placement and width of curb-cuts. Incorporate on-street parking into street beautification projects.

On-street parking provides an important supply of convenient parking, and it improves the pedestrian experience by buffering traffic from the sidewalk. Wide and closely spaced curb cuts can reduce the supply of on-street parking and can interrupt the flow and safety of pedestrian traffic. Driveways also break the continuity of commercial frontage, an important consideration in the Village Center

- **Policy CIR-6.3:** Design mixed-use developments in the Village Center to enable parking to be shared efficiently between various uses.



- **Policy CIR-6.4:** Encourage structured or tuck-under parking in new development in the Village Center, to maximize occupied uses and open space at the ground level. Design parking facilities to be compatible with the pedestrian scale and character of the area.

Parking lots and structures can break up the continuity of the pedestrian experience and can create barriers between the sidewalk and buildings. Where functional reasons require lots and structures to front sidewalks, they should be set back and screened with landscaping. (See also Chapter 4 Land Use and Urban Design for provisions pertaining to the design of parking structures and lots).

- **Policy CIR-6.5:** Allow credit for on-street parking spaces directly adjacent to a property for visitors or retail uses, where appropriate. This should be a one-to-one replacement ratio.

To avoid the construction of excessive parking, the Specific Plan allows residential and retail development to use immediately adjacent on-street spaces for visitor or patron parking.

- **Policy CIR-6.6:** Reduce parking standards for affordable and multi-family housing in the Crow Canyon Specific Plan Area, in keeping with actual demand (see parking standards in Chapter 3: Land Use and Urban Design, p. 26)

The Specific Plan reduces parking standards for low and very-low-income, multi-family housing units. Studies have shown that lower-income households have lower car ownership and use and have less need for parking. The parking and loading requirements of the San Ramon Zoning Ordinance shall apply in the Crow Canyon Specific Plan Area, with the exceptions noted in the Land Use and Urban Design chapter.

OBJECTIVE CIR-7:

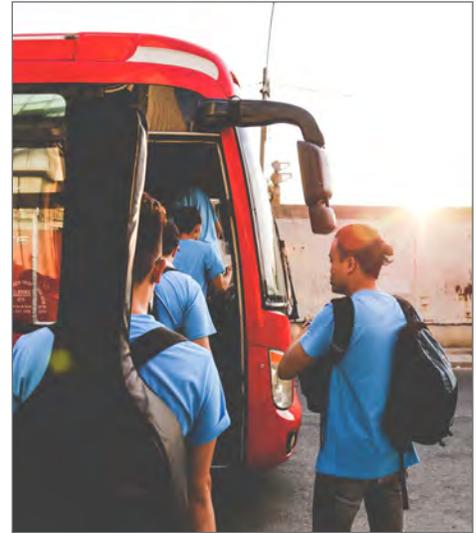
Moderate the demand for parking and reduce the need for costly street improvements with Transportation Demand Management (TDM) strategies.

Transportation Demand Management (TDM) is a form of parking management that can reduce the number of parked cars within the Plan Area. TDM involves a combination of measures, services, incentives, and facilities that reduce the number of vehicle trips by encouraging the use of transit, bicycling, and walking. For trips that must be made by vehicle, TDM involves measures to increase vehicle occupancy and shift trips away from peak hours.



The City of San Ramon has adopted a Transportation Demand Management (TDM) Program, including a Commute Alternative Program targeted at businesses, residences and schools. Bishop Ranch is the largest and best-known example in San Ramon. The Bishop Ranch Transportation Center uses the regional rideshare agency's computerized carpooling program with the largest computerized vanpool and ride-sharing fleet in Northern California. Free programs include carpool, vanpool, transit and guaranteed ride-home programs. App-based shared mobility options, such as electric scooters and bike share may also be possible in the future as development brings more residents and businesses to the area.

- **Policy CIR-6.1:** To the extent feasible, require developers to incorporate Transportation Demand Management (TDM) programs or education to reduce peak hour traffic and on-site parking demand.



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CHAPTER

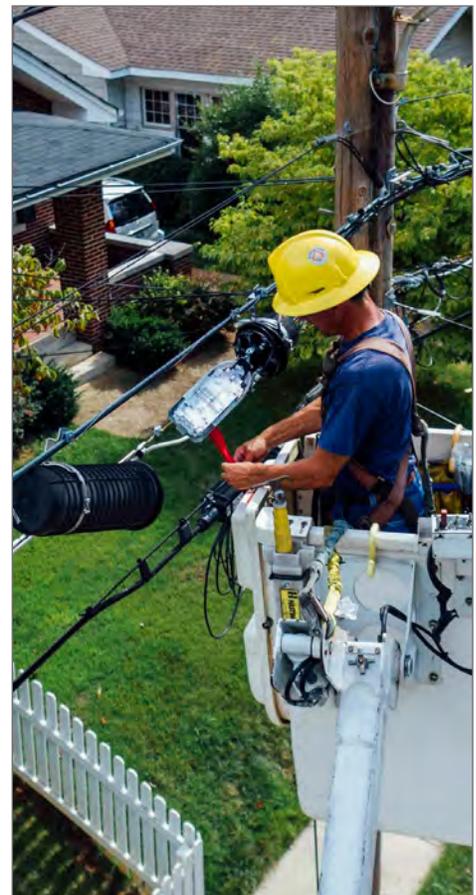
7

Utilities

7 UTILITIES

Existing utilities will be upgraded as required as part of any private development and/or public street improvements, including: electrical undergrounding, and water, sanitary and storm sewer improvements. Preliminary assessment of existing infrastructure indicates that all utilities are adequately sized to support new development.

The Utilities Element of the Crow Canyon Specific Plan establishes policies for the orderly upgrading and construction of utilities, taking into account the long-term development objectives for the planning area. In this way, the utility plan provides individual property owners and developers as well as the City with an overall framework of improvements that will be necessary to support the full buildout of the Plan Area.



7.1 Water Supply

OBJECTIVE UTIL-1:

Provide a safe and adequate supply of water for the development of the Crow Canyon Specific Plan Area, and apply water conservation techniques to reduce overall demand.

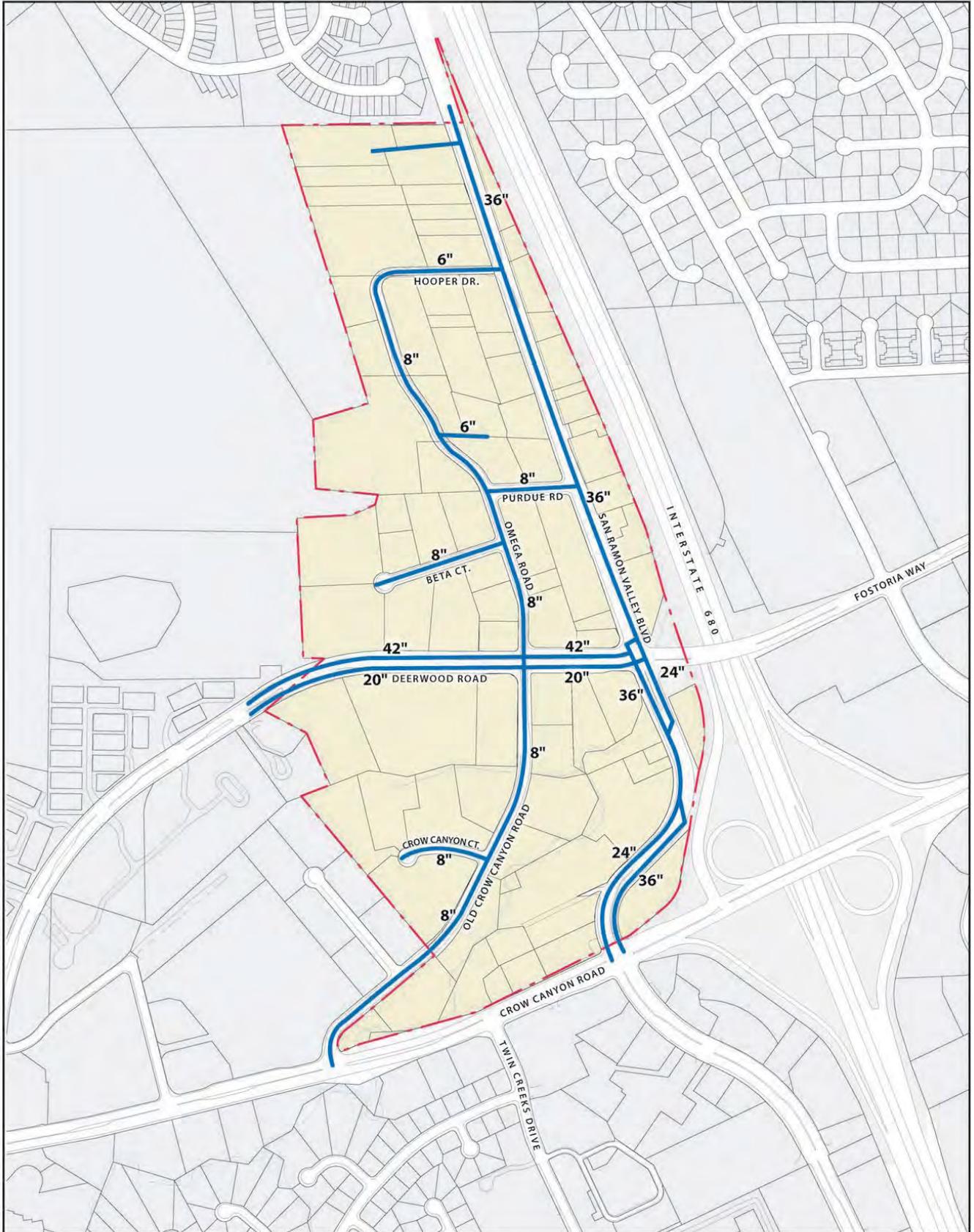
East Bay Municipal Utility District (EBMUD) is the Plan Area's water supplier and seeks to coordinate new development with groundwater storage, recycling and other best management practices. Water is supplied by the Walnut Creek Water Treatment Plant Reservoir via pipes in San Ramon Valley Boulevard. A Water Supply Assessment was completed for the Plan in 2004 and development projected under the Plan has been accounted for in the City's General Plan as well as the EBMUD Urban Water Management Plan, both adopted in 2015. Additionally, the California Green Building Standards Code includes water conservation requirements for new development that are intended to reduce potable water use in new or altered buildings, and Division C4 Chapter VIII of the San Ramon Municipal Code includes requirements for water conservation and landscaping that new development must comply with. The City of San Ramon also complies with all current EBMUD and Dublin-San Ramon Services District water regulations and restrictions. (See Figure 7-1.)

All of the public improvement projects of the Specific Plan offer opportunities for water conservation and best management practices, including the neighborhood park and creekside trail system, and the street beautification program. Development in the Plan is encouraged to incorporate xeriscape techniques, including the use of drought-tolerant species. Development is required to comply with the California State Model Water Efficient Landscape Ordinance (MWELO) and Municipal Code landscape design standards for reclaimed water in irrigation systems.

- **Policy UTIL-1.1:** Incorporate water conservation and other best management practices into new development in the Crow Canyon Specific Plan Area.
- **Policy UTIL-1.2:** Incorporate water conservation and other best management practices into public improvement projects.



FIGURE 7-1: WATER SYSTEM



7.2 Sanitary Sewers

OBJECTIVE UTIL-2:

Provide adequate sanitary sewer services for development of the Crow Canyon Specific Plan.

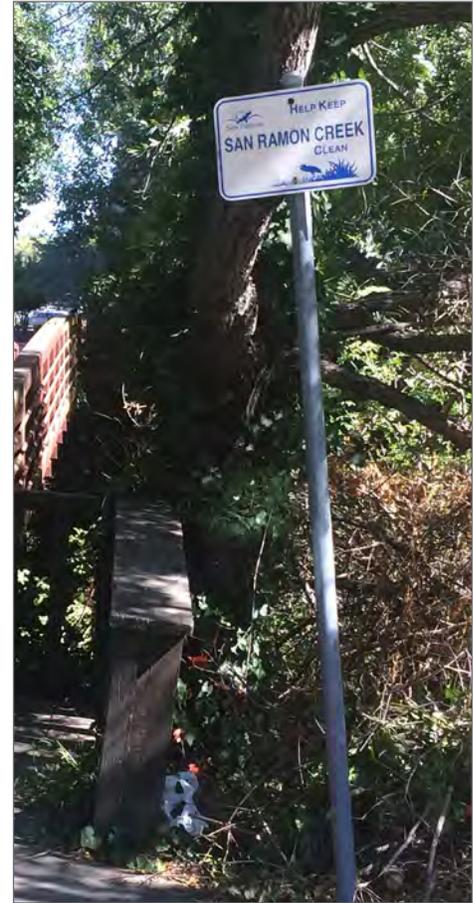
The Central Contra Costa Sanitary District (CCCSD) provides sanitary sewer services in the Crow Canyon Specific Plan Area. Sewage is pumped to the CCCSD regional treatment plant in Martinez. The district's Ten-Year Capital Improvement Plan includes upgrades along San Ramon Valley Boulevard between Crow Canyon Road and Ridgeland Drive to address rainwater infiltration. (See Figure 7-2.)

- **Policy UTIL-2.1:** Design projects to avoid stormwater runoff into the sanitary sewer system.

New projects will be required to comply with existing ordinances which prohibit connections of roof and site drainage to sanitary sewer facilities.

- **Policy UTIL-2.2:** Connect new projects to the sanitary sewer system.

It is the responsibility of developers to pay applicable fees and charges to fund future improvements to the existing sewer system at the time of connection.



7.3 Storm Drainage

OBJECTIVE UTIL-3:

Provide adequate storm drainage to prevent flooding while protecting the quality of the receiving waters.

The Specific Plan Area falls in the Bollinger Creek and San Ramon Creek drainage basins. Runoff flows through storm drains into San Ramon Creek and from there into Walnut Creek, Pacheco Creek, Carquinez Strait and San Francisco Bay.

The areas immediately around the creek are within the 100-year flood zone and are protected from development by the Creek Riparian Zone.

The Water Quality Control Plan for the San Francisco Bay Basin (known as the Basin Plan) designates existing beneficial uses of San Ramon Creek and its tributaries as follows: cold freshwater habitat, fish

FIGURE 7-2: SANITARY SEWERS

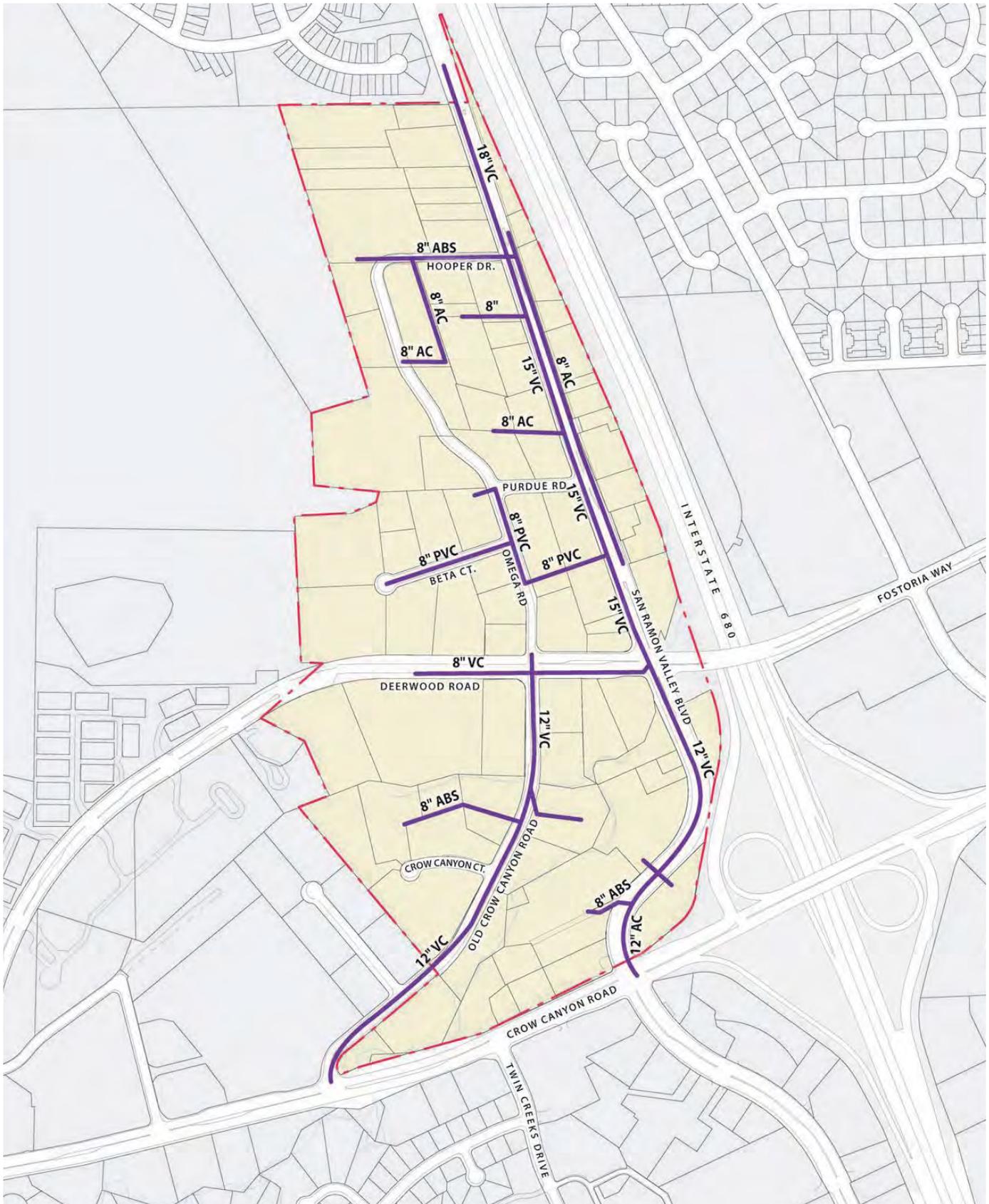
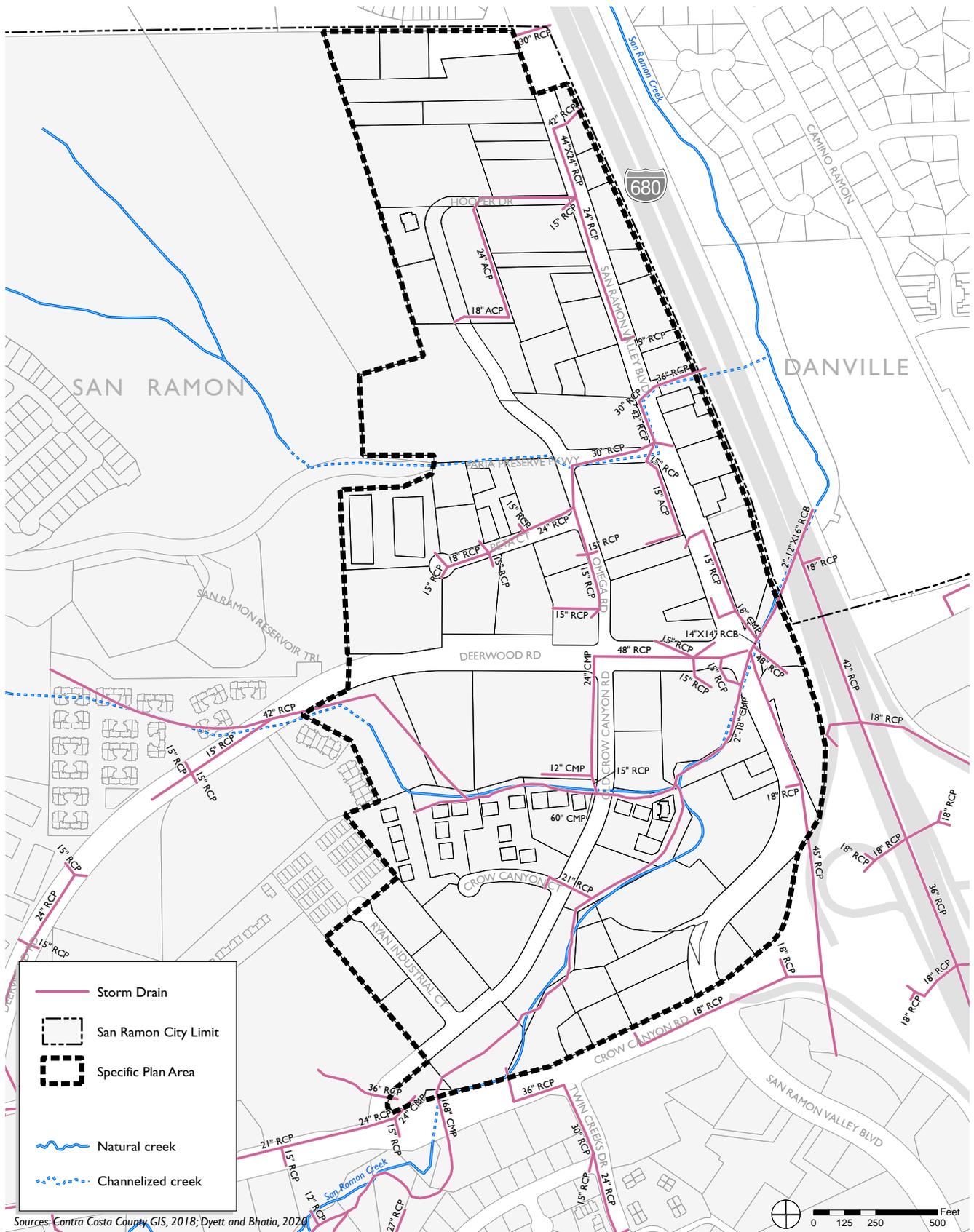


FIGURE 7-3: STORM DRAINAGE



migration, fish spawning, warm freshwater habitat and wildlife habitat. Proposed beneficial uses have been identified as contact and non-contact water recreation. Stormwater runoff can contain the following pollutants: oil, grease, or antifreeze from leaking cars or trucks; paint or paint products; leaves or yard waste; pesticides, herbicides or fertilizers for yards and gardens; solvents and household chemicals; animal waste, litter or sewer leakage; and construction debris such as fresh concrete, mortar or cement. (See Figure 7-3.)

- **Policy UTIL-3.1:** Minimize increase in impermeable surfaces in new development.

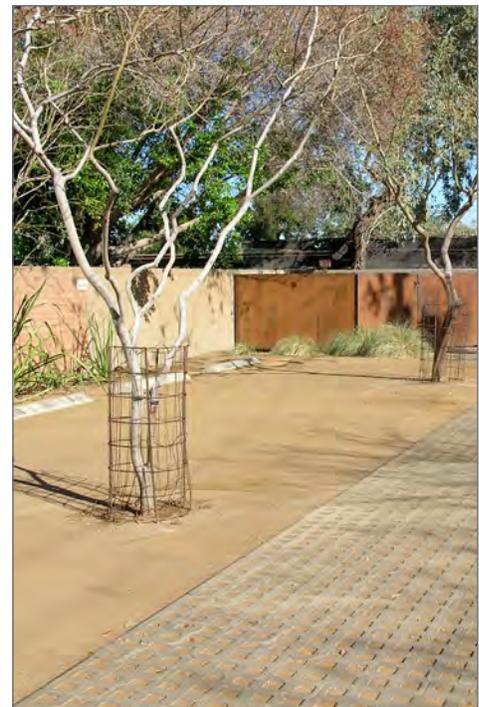
The Plan Area is largely built out and the extent of existing development, including roads, rooftops, and hardscape areas, means that much of the area is already developed with impermeable surfaces. New development would create additional impermeable surfaces with the potential to cause precipitation to concentrate, increase the volume of runoff and possibly aggravating flood hazards. Minimizing pavement and maximizing landscaping and permeable surfaces would reduce runoff and avoid impacts on drainage capacity or flooding.

- **Policy UTIL-3.2:** Control and treat runoff during construction.

The San Francisco Bay Regional Water Quality Control Board (RWQCB) requires the use of best management practices (BMPs) to control erosion and sedimentation and to minimize the discharge of pollutants in stormwater from the construction area. Relevant BMPs could include the covering of excavated materials, installation of silt traps, fencing and use of filter fabric to control erosion and sedimentation, truck and construction equipment maintenance and storage, construction and hazardous materials storage and general housekeeping to minimize pollutants.

- **Policy UTIL-3.3:** Control and treat runoff from new development after construction is completed.

The RWQCB requires the City to comply with stormwater treatment standards as outlined in the current version of the Municipal Regional Permit (MRP). Developers are required to implement Low Impact Development (LID) principles to ensure that runoff from new development mimics predevelopment levels. This could include installing, operating, and maintaining stormwater treatment devices designed to treat pollutants that are associated with new development prior to discharge into the City's existing creek and storm drain infrastructure.



- **Policy UTIL-3.4:** Control and treat runoff from existing public and private lands through implementation of Green Infrastructure (GI).

The City adopted a GI Implementation plan in 2019, which was a requirement of the current version of the MRP. The plan provides a framework and workplan to implement GI in the City, including, but not limited to, prioritization of potential GI projects, development of standards and specifications, adoption of policies and ordinances, and public outreach. Implementation could include redesign of public infrastructure and installation of treatment devices designed to reduce pollutants originating from urban runoff as a condition of development.

7.4 Solid Waste

OBJECTIVE UTIL-4:

Reduce the quantity of solid waste generated in the Specific Plan Area in order to increase recycling and extend the life of the receiving landfill.

Alameda County Industries of San Ramon (ACI) provides solid waste collection services under an exclusive franchise agreement with the City of San Ramon. These services include collection of all solid waste (commercial, industrial, and residential) and collection of residential recyclables and organics. ACI transports solid waste to the Vasco Road Sanitary Landfill in Livermore via the San Leandro transfer station. There is adequate capacity in the landfill through 2022, after which waste from the Plan Area would be diverted to other landfills in the region.

- **Policy UTIL-4.1:** Provide adequate facilities in new development for the collection and storage of recyclable solid waste.

California Assembly Bill 341 requires commercial enterprises that generate four cubic yards or more of solid waste per week and multifamily housing complexes of five units or more to participate in recycling programs. Additionally, Assembly Bill 1826 requires that commercial enterprises that generate certain amounts of organic and solid waste participate in composting programs. To ensure that Statewide mandates are met, conveniently located and easy-to-use recycling facilities should be provided to encourage new residents and businesses in the Plan Area to maximize recycling.

- **Policy UTIL-4.2:** Recycle reusable construction materials.

Require contractors to segregate recyclable construction-related solid waste, such as concrete, asphalt, metals and wood, consistent with Municipal Code Division B6, Chapter VIII.



7.5 Energy

OBJECTIVE UTIL-5:

Provide adequate power and natural gas to support future development in the Specific Plan Area while supporting efforts to conserve energy and reduce the impacts of generation and transmission facilities.

Marin Clean Energy and Pacific Gas and Electric (PG&E) provide power to customers in San Ramon. Both provide electric power, and PG&E provides natural gas. Electrical energy is transported to San Ramon through high-voltage electric cables running east-west, parallel to Pine Valley Road, terminating at the substation on Broadmoor Drive.

- **Policy UTIL-5.1:** Adequate underground electrical service should be provided to support development.

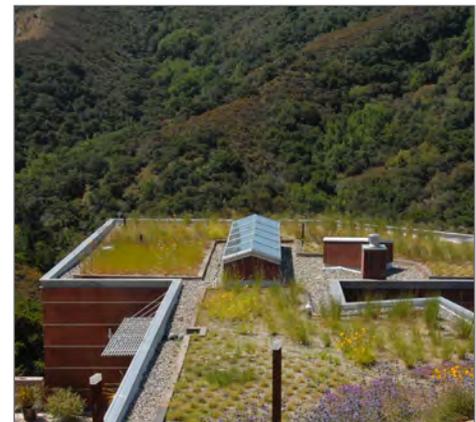
New development in the Specific Plan Area is not anticipated to result in a significant increased impact on electrical demand, since many of the existing land uses that are high users of energy may eventually be replaced by land uses that typically use less energy. However, as development proceeds, upgraded underground service will be required.

- **Policy UTIL-5.2:** Adequate gas service should be provided to support development.

While new development within the Specific Plan Area is not anticipated to result in a significant increased demand for gas service, upgrades may be needed to existing facilities to meet current standards.

- **Policy UTIL-5.3:** Future development should incorporate energy-conserving devices to promote conservation.

The development of a high-density mixed-use project within an area of the City already well served with infrastructure represents an energy-conservative approach to regional planning and development. Through the reduction of automobile trips and the consolidation of services, energy consumption can be controlled. By so doing, the Crow Canyon Specific Plan reinforces the broad energy policies of the City's General Plan. Beyond these policies, the Specific Plan encourages future developers to work collaboratively with PG&E and Marin Clean Energy to participate in energy efficient programs, and to employ state-of-the-art technologies and techniques in the construction of buildings, and design of electrical and mechanical systems, such as solar-ready building design.





CHAPTER

8

Implementation

8 IMPLEMENTATION

The purpose of this chapter is to provide a framework for the implementation of the Specific Plan. This framework contains five major components:

- Land Use Regulation;
- Workforce Housing Policy;
- Consistency with the General Plan and Other Applicable Laws;
- Community Facility Improvements, Finance and Phasing; and
- Administration of the Crow Canyon Specific Plan.

LAND USE REGULATION

The Crow Canyon Specific Plan is a long-term plan providing direction for new development in the area. The Plan recognizes the viability of many existing businesses and the benefits of providing opportunities for interim uses as a bridge to the realization of the ultimate plan as described in the Land Use and Urban Design chapter.

Status of the Specific Plan

The Crow Canyon Specific Plan will be adopted by both resolution and ordinance. When adopted by resolution, the Specific Plan becomes a policy document similar to the General Plan. When adopted by ordinance, the Specific Plan effectively becomes a set of zoning regulations that provide specific direction to the type and intensity of uses permitted and defines other types of design criteria including architectural standards.

Where there are discrepancies between the Specific Plan and Zoning Ordinance, the Specific Plan will control. Where the Specific Plan is silent on certain issues, such as definitions or procedures, the Zoning Ordinance will control.

Requirements of Law

The specific plan statute under California Government Code Section 65455 states that “No public works project may be approved, no tentative map or parcel map for which a tentative map was not required may be approved, and no zoning ordinance may be adopted or amended within an area covered by a specific plan unless it is consistent with the adopted specific plan.” In addition to Section 65455, the following statutes will require consistency between the Crow Canyon Specific Plan and implementing measures:



Capital Improvement Programs: Five-year capital improvement programs prepared by special districts, school districts, or other agencies created by joint powers agreements, must be referred to the planning agency of each affected city and county within which the district or agency operates, for review as to its consistency with any applicable specific plan.

Development Agreements: A specific plan facilitates the administration of a development agreement through the separation of policies and regulations which are specific to the site from those of the jurisdiction as a whole. As such, Government Code Section 65867.5 requires that a development agreement be approved only if the provisions of the agreement are consistent with any applicable specific plan.

Housing Projects: Housing projects are defined by Health and Safety Code Section 34212 as being housing or community-related activities involving governmental funding or assistance. These projects are subject to applicable planning, zoning, sanitary, building laws, ordinances, and regulations. Any housing authority planning a housing project must take into consideration the relationship of the project to any larger plan or long-range program (specific plan) for the development of the area in which it is located consistent with Health and Safety Code Section 34326.

Land Projects: Government Code Section 66474.5 restricts local agencies from approving a final subdivision map for any land project unless: (a) the local agency has adopted a specific plan covering the area included within the project; and (b) the agency finds that the land project, together with the provisions for design and improvements, is consistent with the specific plan. Land projects are defined by Section 11000.5 of the Business and Professions Code.

Park Land (Quimby Act): Local agencies may, by ordinance, require the payment of fees or dedication of land for park or recreational purposes as a condition of the approval of a tentative or parcel map. Prior to imposing this requirement, the local legislative body must adopt a general plan or specific plan with policies and standards for parks and recreational facilities. The required fee or dedication must be consistent with these policies and standards pursuant to Government Code Section 66477(d).

Public Utilities: Public Utilities Code Section 12808.5 requires public utility districts to refer proposals to locate or construct lines and accessory structures for the transmission and distribution of electricity to each affected city or county for their approval.

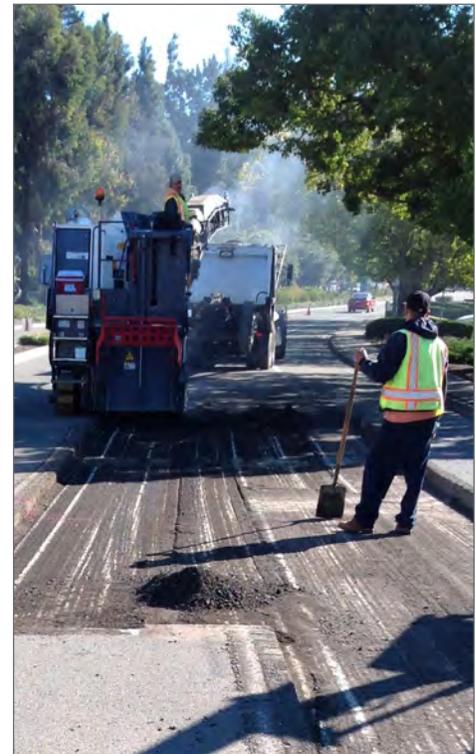
Public Works Projects: Local public works projects may not be approved unless they are consistent with any applicable specific plan pursuant to Government Code Section 65455.



Subdivisions: Government Code Section 66473.5 requires that the local legislative body only approve a tentative map, or a parcel map for which a tentative map was not required, if it finds that the subdivision, together with the provisions for its design and improvement, is consistent with any specific plan which has been adopted covering the area of the proposal.

Subdivision Land Reservations: A local agency may, by ordinance, require the reservation of real property in a subdivision for parks and recreational facilities, fire stations, libraries or other public uses. Government Code Section 66479 requires that reservations be based upon an adopted specific plan or an adopted general plan containing policies and standards for those uses. The reservations must be consistent with these policies and standards.

Zoning: Government Code Section 65455 requires that the adoption or amendment of a zoning ordinance be consistent with any applicable specific plan covering the same area. A planning commission, in its written recommendation to a city council or board of supervisors regarding the adoption or amendment of a zoning ordinance, must describe the relationship between the proposed zoning ordinance or zoning amendment with the applicable general and specific plan pursuant to Government Code Section 65855.



WORKFORCE HOUSING POLICY

Policies of the General Plan (Land Use and Housing elements), the City’s Density Bonus Ordinance, and the Inclusionary Housing and Affordable Housing Commercial Linkage Fee ordinance require the development of affordable Below Market Rate housing. The definitions of affordable housing, moderate-income, low-income, very-low income and senior citizens in those documents are incorporated into this plan by reference.

The following policies and regulations are incorporated into the Specific Plan:

Inclusionary Zoning

Each residential development with two or more housing units shall submit an Affordable Housing Plan that provides Below Market Rate (BMR) units through new construction and/or the payment of in-lieu fees. In multi-family residential projects of 10 or more units, a minimum of 15 percent of the total number of units (excluding any bonus units) shall be developed and reserved for very-low-income, low-income or moderate-income households. For projects of two to nine units, payment of a fee equivalent to 25 per-cent of the total new livable square footage multiplied by the rate in the City’s Fee Resolution is required to the Affordable Housing Fund. These provisions apply to both rental and for sale housing projects.

In projects of 10 or more units, the BMR units shall meet one of the following income distributions:

1. In for-sale multi-family projects, the allocation of the 15 percent affordable units required is as follows: 20 percent very low income; 30 percent low income; 50 percent moderate income.
2. In multi-family rental projects, the allocation of the 15 percent affordable units required is as follows: 50 percent very low income; 50 percent low income.

As an alternative to compliance with these provisions, an applicant may propose one or a combination of alternatives listed in section C4-179 of the Ordinance as part of its Affordable Housing Plan.

Affordable Housing Commercial Linkage Fee

Additionally, new commercial development, including mixed use projects, regardless of zoning designation of the project site, is subject to an affordable housing commercial linkage fee. Projects involving 5,000 square feet or less of new net square footage are exempted, as is development of schools, public facilities, and replacement of development lost to fire. The fee is imposed on a per square foot basis for net new gross floor area and payable into an “Affordable Housing Commercial Linkage Fund.” Alternately, a developer may construct affordable residential units on an appropriate housing site, dedicate land for affordable housing as part of the project’s Affordable Housing Plan.

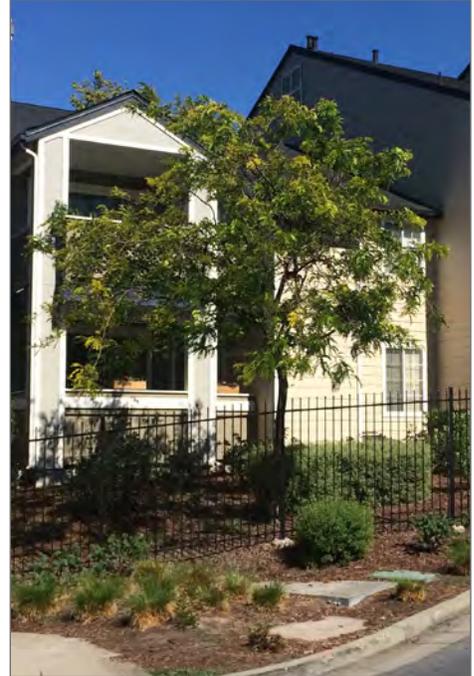
Housing Density Bonus

Each residential development that satisfies the Inclusionary Housing requirements shall be eligible to receive the density bonuses in accordance with State law (Government Code Sections 65915-65918). Density bonuses shall apply to both the maximum allowable density (whether measured as units per net acre or lot area per unit) and the maximum allowable net floor-area ratio. As an additional incentive, the development standards of this Specific Plan require fewer parking spaces for low-income and very-low-income households.

CONSISTENCY OF CROW CANYON SPECIFIC PLAN WITH APPLICABLE LAW

The following plans, ordinances and policies are generally consistent with the Specific Plan:

General Plan: The Specific Plan treats the General Plan’s policies, land use intensities and housing goals as targets, exceeding them where necessary to create meaningful incentives and to support a vibrant mixed-use district. The General Plan is amended in conjunction with adoption of the Specific Plan to reconcile the two documents.



The Specific Plan is generally consistent with the 2035 General Plan's land use diagram, objectives and policies, but varies in its details in order to create appropriate incentives.

Land Use Diagram: With the exception of the proposed park, the whole of the Plan Area is designated Mixed Use in General Plan 2035, where an integrated mix of residential and non-residential uses is envisioned. The Mixed Use designation allows for non-residential development (retail, service, office) at intensities of up to 0.70 FAR, with residential densities in the range of 14-30 dwelling units per acre. The land use diagram of the Specific Plan divides the area into six districts and one overlay (the Creek Riparian Zone), and permits mixed uses in the Village Center Mixed-Use (VCMU), Business Mixed Use (BMU), and Production, Distribution and Repair (PDR) districts. The Specific Plan permits somewhat higher intensities and densities of development than the General Plan for two reasons: (1) to create meaningful incentives for developers to aggregate parcels and redevelop existing uses; and (2) to create a critical mass of residents and tenants to support an active mixed-use district and satisfy State requirements for housing affordability.

Objectives and Policies: Policy 4.7-I-2 states: "Ensure new development within the Plan Area is consistent with the adopted Crow Canyon Specific Plan and pursue future opportunities to up-date the Plan as needed to address the changing market opportunities and land use, infrastructure, and finance needs based on post RDA conditions." The Crow Canyon Specific Plan satisfies the General Plan's requirements for housing (including workforce housing), non-residential floor area, infrastructure improvements and this implementation program.

The Specific Plan's policies and regulations accomplish the objectives of the General Plan by:

- Providing opportunities for the redevelopment of appropriate sites with a dense mix of housing in proximity to services within walkable distance.
- Setting requirements and providing incentives for residential projects to incorporate significant numbers of affordable housing units, consistent with applicable provisions of the San Ramon Municipal Code and Zoning Ordinance. Also, requirements for parking – which is a major development expense – are reduced for affordable housing and mixed-use projects.
- Making a significant contribution to the City's stock of affordable housing by creating opportunities for housing and affordable units in compliance with the Inclusionary Housing and Affordable Housing Commercial Linkage Fee Ordinances.
- Supporting viable existing service commercial uses that wish to remain and preventing them from becoming nuisances by requiring new development to build suitable noise and visual barriers and buffers.

- Incorporating a program of public improvements with a viable funding mechanism to improve and beautify public streets and construct a park and multi-use trail system linking the Village Center with existing and planned office and housing development in the south of the Plan area.

Zoning Ordinance: The Specific Plan will take the place of the Zoning Ordinance, except in such technical areas as definitions and procedures. The adopting ordinance should indicate that the Specific Plan is the primary land use and development regulatory document for the Crow Canyon Specific Plan area.

Housing Policies: The Specific Plan has been crafted to further the goals for affordable, work-force housing of California planning and redevelopment law, the City's General Plan and its Housing Element, the Density Bonus provisions of the Zoning Ordinance, and the Inclusionary Housing and Affordable Housing Commercial Linkage Fee Ordinance. While the Specific Plan update's housing estimates have 101 fewer total housing units, including total number of affordable (very low, low and moderate income) units, and the year-2006 "quantified objectives" currently envisioned in the 2015 Housing Element, this 101-unit difference can be accommodated as part of housing projections for the CityWalk Master Plan.

Subsequent Development Entitlements

As the Specific Plan will be adopted by ordinance as well as resolution, it will function as the Zoning Ordinance for the area. The Zoning Ordinance may be amended to identify that the Plan area is governed by the Specific Plan, but no technical amendments will be required. Development projects in the planning area will require the normal development and building permits.

San Ramon is on a list of 148 California jurisdictions that have not made sufficient progress toward their Very Low and Low income RHNA, and as such the City is subject to Senate Bill 35 (Chapter 366, Statutes of 2017) streamlining for proposed developments with at least 50 percent affordability. Under these provisions, proponents of projects that meet the requirements of the statute may apply for ministerial processing when proposed multi-family developments satisfy objective development standards established in this Specific Plan. Objective standards are those which "involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion." Such requirements must be available and "knowable" by both the applicant or project proponent and public officials and staff before the application is submitted.

Further, pursuant to Senate Bill 330, if in the City's estimation, a proposed project does not comply with the objective standards and criteria (including design review criteria), including the standards and criteria in this Plan, the City must provide a list of inconsistencies within 30-60 days of application being deemed complete. If City fails to

provide this list within the specified time limit, the project is “deemed consistent.” SB 330 also requires cities and counties to reduce the time it takes to process housing applications with an EIR to no more than 90 days for most market-rate housing developments (from 120 days) and to 60 days (from 90 days) for affordable developments, after a project application is deemed complete. In addition, SB 330 requires communities to either approve or disapprove the application at any of the five allowed hearings. The provisions of Senate Bill 330 will expire on January 1, 2025.

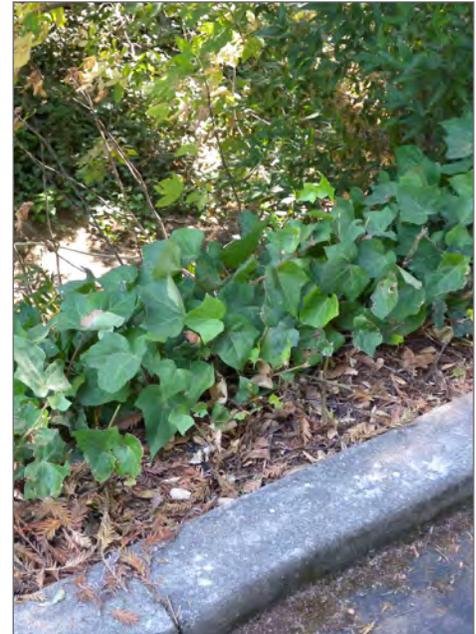
Improvements in the channel and/or floodplain of San Ramon Creek and its tributary will re-quire the approval of the Corps of Engineers and resource agencies.

Role of Environmental Impact Report

A programmatic Environmental Impact Report (EIR) was prepared for the 2006 Specific Plan (SCH# 2003122087) and the Final EIR certified by the City Council in April 2006. Subsequently, an addendum to the Final EIR was prepared, demonstrating that the Plan, as amended in 2020, would not result in new or substantially more adverse environmental impacts than those identified and mitigated in the 2006 EIR.

Section 15182 of the CEQA Guidelines states that when a public agency has prepared an EIR for a specific plan, no EIR or negative declaration need be prepared for a residential project undertaken in conformity to the specific plan, subject to certain requirements. Residential projects that are eligible include, but are not limited to, subdivisions, zoning changes, and residential or mixed use planned unit developments. Therefore, an EIR or negative declaration would not be required for future residential projects within the Plan area that are undertaken pursuant to and in conformity with the Plan.

Pursuant to Section 15385 of the CEQA Guidelines, non-residential projects would be eligible to “tier” from the Specific Plan EIR, as amended, incorporating the prior analysis of that document by reference and concentrating solely on the issues specific environmental issues germane to the project in order to streamline environmental review. In addition to the policies and standards of the Specific Plan and other applicable regulations, individual projects shall implement and demonstrate compliance with the mitigation measures in the Final Environmental Impact Report.



COMMUNITY FACILITY IMPROVEMENTS, FINANCE AND PHASING

This section summarizes the estimated cost of infrastructure and community facility improvements in the Specific Plan area, identifies sources and mechanisms, and sets forth a plan for project phasing.

Community Facility Improvements

Table 8-1 summarizes the estimated cost of the public improvements outlined in Chapters 4 through 6.

Table 8-1: Summary of Public Improvement Costs

Package 1: Old Crow Canyon Road Corridor Improvements	
1A: Old Crow Canyon Between Deerwood and Creek (adjacent to Cortese, Gilead Bible Church and Agape Presbyterian)	\$1,296,000
1B: Old Crow Canyon South of Creek to Crow Canyon Road (Assumes Landscaped Curb Extensions)	\$432,000
Total Package 1:	\$1,728,000
Package 2: San Ramon Valley Boulevard Beautification	
2A: San Ramon Valley Blvd. Between Purdue and Sierra Suites (Assumes Landscaped Curb Extensions)	\$267,000
2B: San Ramon Valley Blvd. Between Faria Preserve Parkway and City Limits	\$534,000
2C: San Ramon Valley Blvd. Between Sierra Suites and Crow Canyon Road	\$534,000
Total Package 2:	\$1,335,000
Package 3: Park and Creekscape Improvements	
3A: Land Acquisition for parkland acquisition	\$1,300,000
3B Park Improvements (83,000sf x \$22/sf)	\$1,862,000
3C: Creekscape Improvement Program	\$1,400,000
Total Package 3:	\$4,562,000
TOTAL OF ALL PACKAGES	\$7,625,000

Financing Measures

The Specific Plan calls for the coordinated implementation of public improvements to support private development as it occurs. Funding for the improvements identified can be provided from the following sources:

- Project area developers and tenants will be responsible for paying existing City taxes, fees and charges, including sales, property, business license and transient occupancy taxes, the Citywide development impact fees, and various utility fees and charges, among others, unless specifically exempted or deferred.
- Project area developers seeking entitlement will be required to prepare a fiscal impact analysis to determine the need to offset fiscal impacts through joining into community facilities districts.
- Measure C and Measure J sales tax revenues and Traffic Mitigation fee may be available to fund bicycle improvements.

- Park Impact Fees levied on private development in the Plan area will finance the acquisition of additional parkland necessary for the provision of a neighborhood park. Park Development Funds may be able to fund some of the park and creekside trail improvements.

Phasing Plan

Overall, it is expected that the improvements envisioned in this Plan will be completed incrementally over the course of the next 20 years as development occurs. The construction of public improvements is conditional on two things: (1) the timing of private redevelopment activities, and (2) the availability of funds. To improve roads and to construct the mid-block connections and creekside multi-use trail, developers will be required to dedicate the necessary right-of-way as a condition of their projects, whenever they may be proposed. There is no intent to use eminent domain to acquire the right-of-way or to accelerate the public improvements, although the City retains this power.

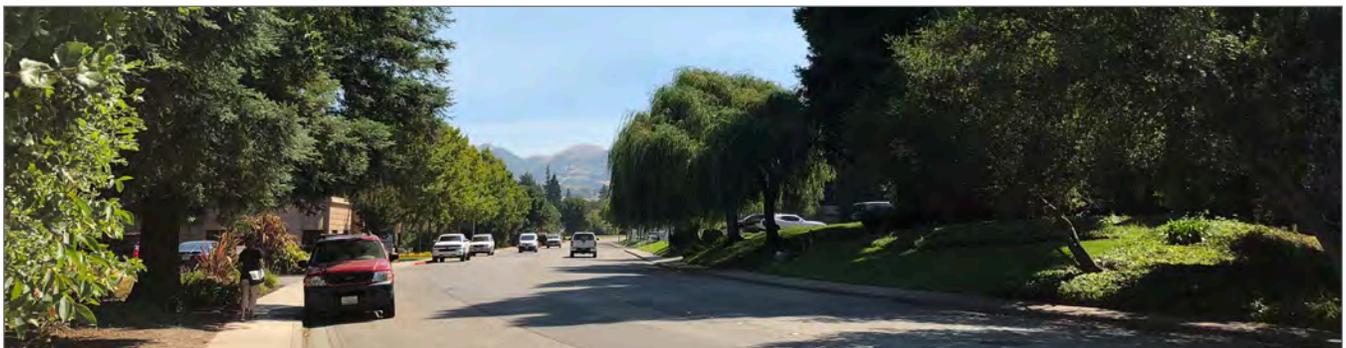
Faria Preserve Parkway has been extended west of Omega Road to accommodate traffic anticipated from development of the Preserve subdivision now under construction. Other improvement needed to accommodate buildout of the Northwest Specific Plan will be constructed as warranted with fair share contributions from proposed projects.



ADMINISTRATION OF THE PLAN

The Crow Canyon Specific Plan will be administered as set forth in the Land Use Regulation section, above. Any amendment to the Specific Plan will be adopted by both resolution and ordinance, the same method by which this Plan has come into force, and will require findings of consistency with the General Plan and other applicable law. Environmental review will also be required in conformance with the California Environmental Quality Act.

The cost of the preparation of the Specific Plan and EIR will be recovered from applicants for building permits in proportion to the value of the development proposed.



**APPENDIX A:
TABLE OF PERMITTED USES**

Table A-1: Allowed Land Uses and Permit Requirements for Multi-Family Residential District

Land Use (1)	Permit Required
Recreation, Education & Public Assembly Uses	
Meeting facility, public or private	UP
Park and recreation facilities, noncommercial	UP
Private residential recreation facility (in project)	MUP
Residential Uses	
Animal - Wild or Exotic	S(2)
Animal – Domestic	P
Cottage Food Operation	S
Emergency shelter	P
Home occupation	S
Multi-family housing	P
Residential accessory use or structure	P
Residential care, 6 or fewer clients	P
Residential care, 7 or more clients	UP
Rooming or boarding house	P
Accessory Dwelling Unit (ADU)	P
Supportive housing	P
Transitional housing	P
Services	
Child day care - Large family day care home	P
Child day care - Small family day care home	P
Day care center - Child or adult	UP
Public safety facility	UP
Transportation, Communications & Infrastructure	
Utility facility	UP(2)
Utility infrastructure	P(2)
Wireless telecommunications facility	S(2)

Notes:

- (1) See Division D8 for land use definitions.
(2) Architectural Review may also be required; see Section D6-22.

P	Permitted Use, Zoning Clearance may be required prior to operation
MUP	Minor Use Permit required
UP	Use Permit required
S	Permit requirement set by Specific Use Regulations
ZC	Zoning Clearance required
—	Use not allowed

Table A-2: Allowed Land Uses and Permit Requirements for Mixed Use Districts

Land Use (1)	Permit Required by Use	
	VCMU	BMU
<i>Industry, Manufacturing & Processing, Wholesaling</i>		
Media production	—	ZC(3)
Research and development, general	—	MUP(3)
Research and development, limited	—	ZC(3)
Laboratory, non-medical	—	MUP(3)
<i>Recreation, Education and Public Assembly Uses</i>		
Commercial recreation facility - Indoor	UP	UP
Conference/convention facility	UP	UP
Fitness/health facility	UP	UP
Library, museum, gallery (non-retail gallery)	P	P
Meeting facility, public or private	MUP	MUP
Night Club	—	MUP
Park and recreation facility - Site of 2 acres or less	P	P
School - Public or private	UP(3)	UP(3)
Sports and entertainment assembly facility	UP	UP
Studio - Art, dance, martial arts, music, etc. (ground floor)	ZC(3)	ZC(3)
Studio - Art, dance, martial arts, music, etc. (upper floors)	P	P
Theater, movies or performing arts	UP	UP
<i>Residential Uses</i>		
Animal - Wild or Exotic	S(4)	—
Animal - Domestic	P	—
Emergency shelter	P	P
Home occupation	S	—
Live/work unit	MUP	—
Mixed use project residential component	P	—
Supportive housing	UP	—
Transitional housing	UP	—
Residential care, 6 or fewer	P	—
Residential care, 7 or more	MUP	—
<i>Retail Trade</i>		
Accessory retail and services	P	P
Alcoholic Beverage Manufacturing, Micro-Brewery	—	UP
Auto and vehicle sales and rental	UP(5)	MUP
Building/landscape materials sales - Indoor showroom	MUP	P
Convenience store	P	P
Drive-through retail	UP	UP

Table A-2: Allowed Land Uses and Permit Requirements for Mixed Use Districts

Land Use (1)	Permit Required by Use	
	VCMU	BMU
Eating and drinking establishments	P	P
With wine and beer	P	P
With full alcoholic beverage service	MUP	MUP
Alcoholic Beverage Manufacturing, Brew Pub	MUP	MUP
With drive-through service	—	MUP
With live entertainment	MUP	MUP
With up to 12 outdoor seats or stools	P	P
With 13 or more outdoor seats or stools	MUP	MUP
Farmer's market – Ongoing	UP	MUP
Food and beverage sales - Chain grocery	P	P
Food and beverage sales - Specialty food store	P	P
Furniture, furnishings, and appliance store	MUP	P(3)
Mobile home, boat, or RV sales	UP(5)	UP(5)
Outdoor retail sales and activities	MUP	MUP
Outdoor vendor	MUP	MUP
Pharmacy, medical supplies	P	P
Retail, general - 50,000 sf or less floor area	P	P
Retail, general - over 50,000 sf of floor area	UP	P
Second hand store	MUP	MUP
<i>Services- Business, Professional, Financial</i>		
ATM	P	P
Bank, financial services	P	P
Business support service	P	P
Medical services - Clinic, laboratory, urgent care (ground floor)	MUP(3)	MUP(3)
Medical services - Clinic, laboratory, urgent care (upper floors)	MUP	MUP
Medical services - Doctor office (ground floor)	ZC(3)	P(2)
Medical services - Doctor office (upper floors)	P	P(2)
Medical services - Extended care	—	UP
Office - Accessory	P	P
Office - Business/service (ground floor)	ZC(3)	ZC(3)
Office - Business/service (upper floors)	P	P
Office - Government (ground floor)	ZC(3)	ZC(3)
Office - Government (upper floors)	P	P
Office - Processing (ground floor)	MUP(3)	MUP(3)

Table A-2: Allowed Land Uses and Permit Requirements for Mixed Use Districts

Land Use (1)	Permit Required by Use	
	VCMU	BMU
Office - Processing (upper floors)	MUP	MUP
Office - Professional/administrative (ground floor)	ZC(3)	ZC(3)
Office - Professional/administrative (upper floors)	P	P
<i>Services- General</i>		
Adult day care	—	UP
Animal services - Boarding/training	—	MUP(3)
Animal services - Grooming	ZC(3)	ZC(3)
Animal services - Veterinary clinic, animal hospital	MUP(3)	ZC(3)
Catering service	—	MUP(3)
Child day care center	UP(3)	UP(3)
Child day care center - Accessory to on-site anchor tenant	MUP(3)	UP(3)
Child day care - Large family day care home	P	
Child day care - Small family day care home	P	—
Lodging - Hotel or motel	UP	UP
Personal services	ZC(3)	ZC(3)
Public safety facility	MUP(3)	P
<i>Transportation, Communications & Infrastructure</i>		
Broadcasting studio	MUP	MUP
Parking facility, public or commercial	UP	UP
Transit station	UP	P
Utility facility	UP	UP
Utility infrastructure	P	P
Wireless telecommunications facility	S	S

Notes:

- (1) See Division D8 for land use definitions.
- (2) Use allowed only on second or upper floors
- (3) Use allowed with a Minor Use Permit or Zoning Clearance, as identified in the table above, on ground floor if non-retail uses occupy 25% or less of the gross ground floor area. Non-retail uses exceeding 25% gross ground floor area may be authorized by a Minor Use Permit when the economic findings in Section D4-38 Non-Retail Uses within Retail/Commercial Centers can be made.
- (4) See San Ramon Municipal Code Division B2 for wild or exotic animal regulations.
- (5) Sales permitted with a Use Permit; no outdoor vehicle storage or sales lot.

P Permitted Use, Zoning Clearance may be required prior to operation
MUP Minor Use Permit required
UP Use Permit required
S Permit requirement set by Specific Use Regulations
ZC Zoning Clearance required

Table A-2: Allowed Land Uses and Permit Requirements for Mixed Use Districts

Land Use (1)	Permit Required by Use	
	VCMU	BMU

— Use not allowed

Table A-3: Allowed Land Uses and Permit Requirements for Commercial and Production, Distribution & Repair Districts

Land Use (1)	Permit Required by Use	
	CI CSC	PDR
<i>Industry, Manufacturing & Processing, Wholesaling</i>		
Alcoholic Beverage Manufacturing, Micro-Brewery	UP	MUP
Alcoholic Beverage Manufacturing, Distillery	UP	MUP
Construction contractor base - Indoor	MUP	MUP
Construction contractor base - Outdoor storage	—	MUP
Industry, custom	MUP	P
Industry, general	—	UP
Industry, limited	—	MUP
Industry, limited, small-scale	—	P
Media production	MUP	MUP
Recycling facility	S	S
Research and development, general	—	P
Research and development, limited	—	P
Laboratory, non-medical	—	P
Storage - Outdoor	MUP	MUP
Wholesaling and distribution	—	P
Wholesaling and distribution - Small scale	—	P
<i>Recreation, Education & Public Assembly Uses</i>		
Commercial recreation facility - Indoor	UP(3)	MUP
Commercial recreation facility - Outdoor	—	UP
Conference/convention facility	UP(3)	—
Fitness/Health facility	UP(3)	—
Library, museum, art gallery	UP	—
Meeting facility, public or private	UP	—
Park and recreation facility - Site of 2 acres or less	P	P
School – Specialized education or training	UP	—
Studio - Art, dance, martial arts, music, etc. (ground floor)	MUP	MUP
Studio - Art, dance, martial arts, music, etc. (upper floors)	P	MUP
Theater, movies or performing arts	UP	—

Table A-3: Allowed Land Uses and Permit Requirements for Commercial and Production, Distribution & Repair Districts

Land Use (I)	Permit Required by Use	
	C/ CSC	PDR
<i>Residential Uses</i>		
Emergency shelter	P	P
Residential care, 7 or more clients	UP	—
<i>Retail Trade</i>		
Accessory retail and services	P	P
Alcoholic Beverage Manufacturing, Brew Pub	MUP	MUP
Auto and vehicle sales and rental	MUP	MUP
Building/landscape materials sales - Indoor showroom	P	P
Building/landscape materials sales - Outdoor	MUP	MUP
Construction and heavy equipment sales and rental	—	UP
Convenience store	MUP	—
Drive-through retail	MUP	—
Eating and drinking establishments	P	MUP
With wine and beer	P	MUP
With full alcoholic beverage service	MUP	MUP
With drive-through service	MUP	MUP
With live entertainment	MUP	MUP
With up to 12 outdoor seats or stools	P	MUP
With 13 or more outdoor seats or stools	MUP	MUP
Farmer's market, Ongoing	MUP	—
Farm supply and feed store	—	UP
Food and beverage sales - Chain grocery	MUP	—
Food and beverage sales - Specialty food store	P	—
Fuel dealer (propane for home and farm use, etc.)	MUP	MUP
Furniture, furnishings, and appliance store	P	—
Mobile home, boat, or RV sales	MUP	UP
Outdoor retail sales and activities	MUP	—
Outdoor vendor	MUP	—
Pharmacy, medical supplies	P	—
Plant nursery	MUP	MUP
Retail, general - 50,000 sf or less floor area	P	P
Retail, general - over 50,000 sf of floor area	UP	—
Second hand store	P	—
<i>Services- Business, Financial, Professional</i>		
ATM	P	P

Table A-3: Allowed Land Uses and Permit Requirements for Commercial and Production, Distribution & Repair Districts

Land Use (1)	Permit Required by Use	
	C/ CSC	PDR
Bank, financial services	P	P
Business support service	P	—
Medical services - Clinic, lab., urgent care (ground floor)	MUP(3)	—
Medical services - Clinic, lab., urgent care (upper floors)	MUP	—
Medical services - Doctor office (ground floor)	MUP	—
Medical services - Doctor office (upper floors)	P	MUP
Medical services - Extended care	—	—
Office – Accessory	P(4)	P(4)
Office - Business/service (ground floor)	ZC(3)	—
Office - Business/service (upper floors)	P	MUP
Office - Government (ground floor)	ZC(3)	—
Office - Government (upper floors)	P	MUP
<i>Services- General</i>		
Office - Processing (ground floor)	MUP(3)	MUP
Office - Processing (upper floors)	MUP	MUP
Office - Professional/administrative (ground floor)	ZC(2)	—
Office - Professional/administrative (upper floors)	P	MUP
Adult day care	UP	—
Animal services - Boarding/training	MUP	MUP
Animal services – Grooming	P	MUP
Animal services - Veterinary clinic, animal hospital	MUP	MUP
Catering service	P	P
Child day care center	MUP	—
Child day care center - Accessory to on-site employer	MUP	MUP
Drive-through service	MUP(2)	—
Equipment rental - Indoor only	P	P
Equipment rental - With outdoor storage	MUP(2)	—
Laundry, dry cleaning plant	MUP(2)	MUP
Lodging - Bed & breakfast inn (B&B)	UP	—
Lodging - Hotel or motel	UP	—
Maintenance and repair service	—	P
Maintenance and repair service - No outdoor storage	P	P
Maintenance and service facility	MUP	P
Mortuary, funeral home - Full service	UP	—
Mortuary, funeral home - Partial service	MUP(2)	—

Table A-3: Allowed Land Uses and Permit Requirements for Commercial and Production, Distribution & Repair Districts

Land Use (1)	Permit Required by Use	
	C/ CSC	PDR
Personal services	P	—
Personal services – Restricted	MUP	—
Public safety facility	P	P
Printing and publishing	—	UP
Repair Service - Equipment, large appliances, etc.	—	P
Vehicle services - Major repair/body work	MUP	P
Vehicle services - Minor maintenance/repair	MUP	P
Vehicle services - Service station	MUP	MUP
Vehicle services - Towing and storage	MUP	—
Vehicle services - Washing, attended	MUP(2)	—
Vehicle services - Washing, unattended	MUP(2)	—
Transportation, Communications & Infrastructure		
Broadcasting studio	P	P
Parking facility, public or commercial	MUP	—
Transportation service dispatch facility	—	MUP
Utility facility	UP	UP
Utility infrastructure	P	P
Wireless telecommunications facility	S	S

Notes:

- (1) See Division D8 for land use definitions.
- (2) Only allowed as ancillary use complimentary to adjacent CS uses, as determined by the Zoning Administrator.
- (3) Accessory use only, limited to 1,000 sf, or to 10% of the total gross floor area on site with a Minor Use Permit.
- (4) Use allowed on the ground floor if occupying 25% or less of the gross ground floor area. Not permitted on the upper floors.

P Permitted Use, Zoning Clearance may be required prior to operation
MUP Minor Use Permit required
UP Use Permit required
S Permit requirement set by Specific Use Regulations
ZC Zoning Clearance required
— Use not allowed

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