



Crow Canyon Specific Plan

CITY OF SAN RAMON

OCTOBER 2006

AMENDED OCTOBER 2017

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TABLE OF CONTENTS

1. Plan Overview.....	1
Summary	1
Background.....	3
Scope of the Specific Plan.....	7
Planning Approach and Process.....	7
Goals and Objectives.....	8
Summary of Opportunities and Constraints	9
2. Summary of Existing Conditions	13
Historic Context	13
Previous Planning Efforts	14
Land Use Context	15
Aesthetics and Visual Quality.....	19
Transportation Context.....	25
Market Overview	27
3. The Vision	31
4. Land Use and Urban Design	35
The Land Use Map	35
Development Maximum	40
Trip Budget.....	40
Illustrative Plan and Development Program	41
Objectives, Policies, Allowed Uses, Development Standards and Design Guidelines.....	45
Parking and Loading.....	64
Commercial Rehabilitation Loan Program	64
5. Community Facilities.....	65
Introduction	65
Parks and Community Centers	65
Schools	67
Child Care	67
Fire Protection	68

6. Circulation	69
Introduction	69
Transit Improvements	69
Vehicular Circulation	69
Parking	73
Roadway Design and Pedestrian Circulation	76
Bicycle Circulation.....	77
Transportation Systems Management.....	79
7. Utilities.....	81
Water Supply	81
Sanitary Sewers	83
Storm Drainage.....	83
Solid Waste Disposal.....	86
Energy	86
8. Implementation	89
Workforce Housing Policy	89
Consistency with the General Plan and Other Applicable Laws.....	90
Land Use Regulation.....	91
Community Facility Improvements, Finance and Phasing.....	95
Commercial Rehabilitation Loan Program	99
Administration of the Plan.....	99
9. Appendices	101
Precise Description of the Specific Plan Area Boundary.....	101
Land Use Regulations	102
Development Standards	106
Trip Generation Budget	107
Public Financing Evaluation.....	108
References	116
Credits, Acknowledgements and Participants	117

LIST OF FIGURES

1-1 Regional Context	4
1-2 Local Context	6
2-1 Existing Land Use	16
2-2 Ownership Pattern/Susceptibility to Change.....	18
2-3 Site Characteristics/Visual Structure.....	20
2-4 Existing Circulation Network	24
2-5 Existing Transit Routes.....	26
4-1 Land Use Plan.....	36
4-2 Development Program Subareas.....	41
4-3 Illustrative Plan	43
4-4 Village Center Illustrative Plan.....	44
5-1 San Ramon Creek Neighborhood Park Illustrative Plan	66
6-1 Transit.....	70
6-2 Roadways.....	72
6-3 Street Cross Section: Old Crow Canyon and Omega Roads.....	74
6-4 Street Cross Section: San Ramon Valley Boulevard.....	75
6-5 Bicycle and Pedestrian Circulation	78
7-1 Water System	82
7-2 Sanitary Sewers	84
7-3 Storm Drainage.....	85
8-1 Public Improvement Projects	97

LIST OF TABLES

4-1 Acreage by Land Use District	38
4-2 Land Use Matrix.....	39
4-3 Trip Budget.....	41
4-4 Development Program	42
8-1 Summary of Public Improvement Costs.....	96
9-1 Land Use Regulations	102
9-2 Development Standards	106
9-3 Trip Generation Budget	107
9-4 Tax Increment Projection: Non-Housing Fund	113
9-5 Tax Increment Projection: Housing/Capital Project Fund	114
9-6 Tax Increment Bonding Capacity by Fund.....	115



Crow Canyon Specific Plan Area with Las Trampas Ridge to northwest.



Looking north from Crow Canyon Road.

1. PLAN OVERVIEW

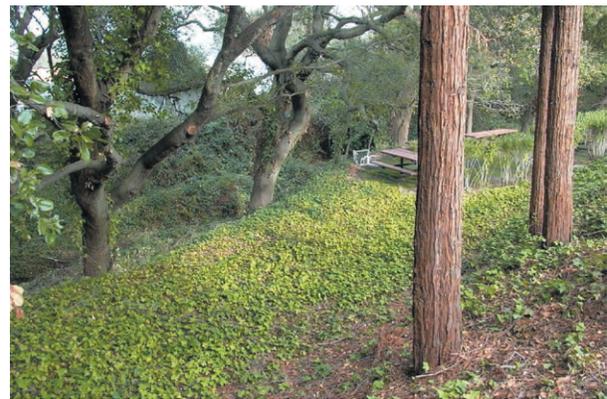
Summary

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 an active, mixed use center for the community. The purpose of the Plan is to guide the evolution of this 128-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. The goal is to create a new pedestrian-oriented, mixed-use community with concentrated commercial and residential uses, while maintaining viable light industrial and service commercial uses wishing to remain.

The intent of the Specific Plan is to encourage investment and new development within the Crow Canyon Specific Plan area through a coordinated program of public improvements and a clear pattern of land uses that provides investors with a level of certainty regarding the future form and character of development. The Plan provides policies and guidelines that encourage new development that complements and enhances existing uses, enabling these uses to remain as long as they wish and as long as market conditions allow. The Plan recognizes that the full buildout of the Crow Canyon Specific Plan will take many years to realize and that, to avoid piecemeal decisions and foreclosed opportunities, such a vision must be set forth now.

More specifically, the Crow Canyon Specific Plan provides for:

1. The intensification of underutilized properties within the area for a mixture of commercial and residential uses including:
 - Up to 735 residential units on sites north of San Ramon Creek and west of San Ramon Valley Boulevard to create a cohesive mixed-use neighborhood;
 - The allocation of at least 25% of these units to a mix of moderate, low and very-low income households, including families, workers, and senior citizens;
 - Up to 87,000 square feet of new, typically small-scale neighborhood-serving retail shops, restaurants, and local businesses oriented to Old Crow Canyon and Omega Roads between San Ramon Creek and Purdue Road to create a vital pedestrian-oriented activity center and provide community services for the Northwest Specific Plan area; and
 - The infill and intensification of the balance of the Specific Plan area with up to 270,000 square feet of new commercial uses, typically free-standing small and medium-scale businesses.



The plan would result in up to 735 new residential units and 427,000 square feet of new shops, restaurants and commercial development. Park and trail improvements would transform San Ramon Creek into an open space resource.

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

- The creation of a cohesive and pedestrian-friendly urban district 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 service-commercial businesses; and
- The upgrade and beautification of existing commercial and service-commercial businesses within the area.

3. Public investment to provide a catalyst for redevelopment and to establish a new identity for the area, including:

- A mixed-use development with approximately 55 units of affordable housing, ground level retail, restaurant and community-oriented uses on existing Redevelopment Agency-owned property (1.3 acres) on Old Crow Canyon Road.
- The improvement of Old Crow Canyon Road, Omega Road and Hooper Drive as village-scaled streets that provide convenient vehicular circulation, a generous

pedestrian environment, and the principal frontage for neighborhood-serving businesses and village commercial establishments within the area;

- The extension of Twin Creeks Drive north of Crow Canyon Road to connect with Old Crow Canyon Road, in order to improve local circulation and mobility through the area.
- The improvement of Purdue Road as a vehicular, bicycle and pedestrian linkage to the Northwest Specific Plan area;
- The further beautification of San Ramon Valley Boulevard as an important boulevard within the City;
- The provision of utility and infrastructure upgrades (e.g., water, sanitary sewer, storm drainage, electrical undergrounding) necessary to support new and existing development; and
- Improvements to San Ramon Creek and its tributary that will, in conjunction with private redevelopment, make it an important recreational and open space resource within the community.

Background

The Plan area is generally bounded by the Town of Danville to the north, the Crow Canyon Specific Plan and Northwest Specific Plan boundary to the west, Crow Canyon Road to the south and Interstate 680 to the east. The 128-acre Plan area lies generally within the center of the 610-acre Crow Canyon Planning Subarea, which extends west and east of the Specific Plan area from Bollinger Canyon Road to Alcosta Boulevard towards the northern edge of the City boundaries. The subarea contains the earliest commercial development in the City with a wide variety of retail, office, and auto-related commercial businesses. (See Figures 1-1 and 1-2.)

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 the City's primary service-commercial district with automobile sales and repair, construction contractors, building materials, warehousing and storage, home repair services and maintenance supplies.

In May 1987, on the recommendation of the San Ramon Redevelopment Agency Board of Directors and San Ramon Planning Commission, the San Ramon City Council adopted Ordinance No. 104 which approved the City of San Ramon Redevelopment Project Area Plan. With a 45-year duration, the original Plan provides for the redevelopment of two specific, non-contiguous geographic areas in the City determined to be blighted and in need of physical improvement. Together these geographic sub-areas comprise

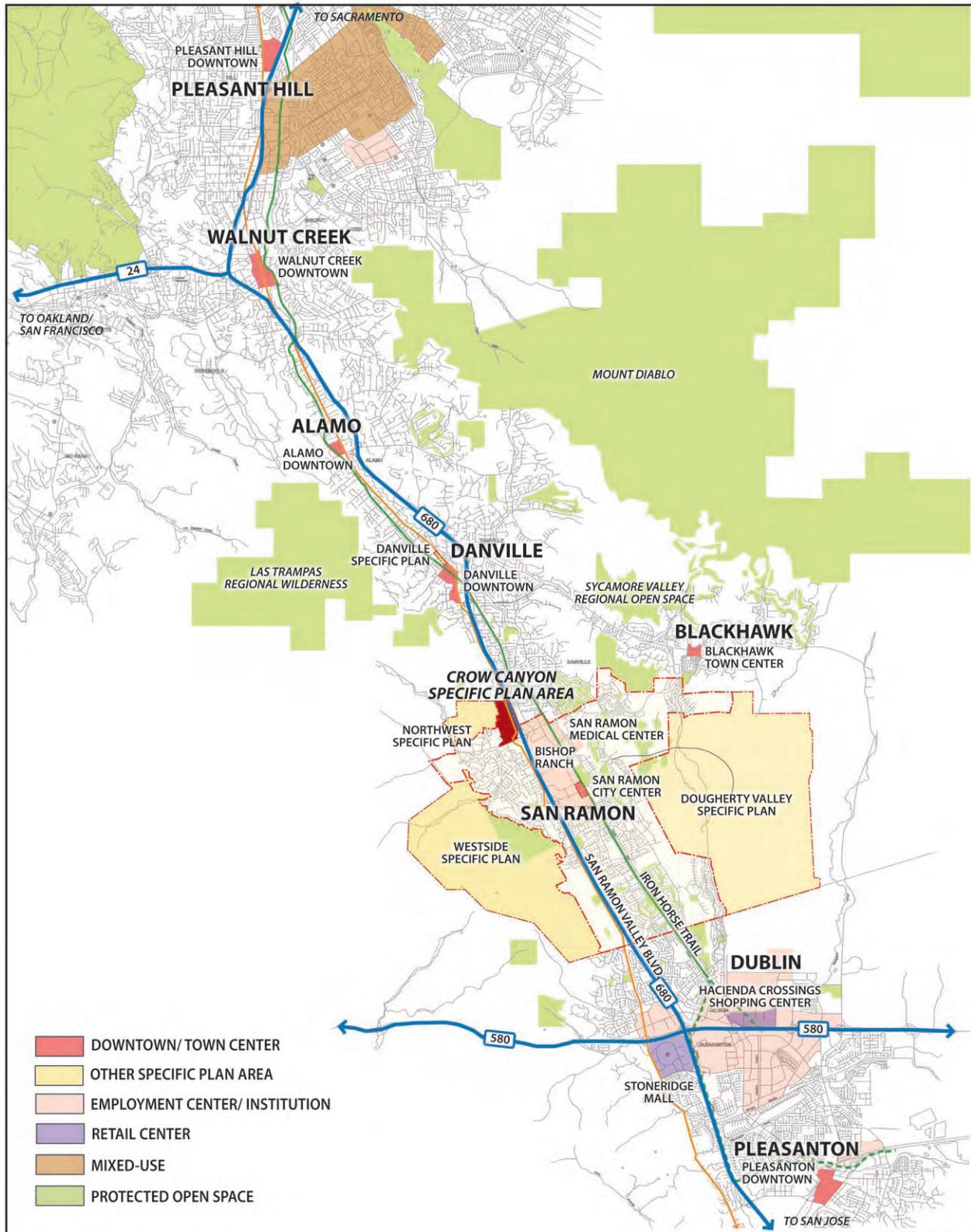


FIGURE 1-1
REGIONAL CONTEXT

the City's Redevelopment Project Area (RDA). The area covered by this Specific Plan is the most northerly portion of the 484 acres that comprise the Crow Canyon RDA sub-area. A major focus of the 1987 RDA plan was the elimination of vacant buildings, improvement of underutilized properties and abatement of other blighting conditions that existed in the Crow Canyon RDA sub-area. Many of those conditions remain present today on parcels that are located within the Specific Plan boundaries. These blighting conditions are discussed more specifically in Chapter 2, Summary of Existing Conditions.

The 1986 Downtown Specific Plan and the 1991 Conservation and Enhancement Program were unable to overcome the area's fragmented property ownership, and there was no progress on the plan's first goal of making the area San Ramon's "downtown" or the second goal of a "market responsive, business retentive approach."

Policy 4.7-I-2 of the General Plan, approved in March 2002, directed preparation of this Crow Canyon Specific Plan:

Prepare a Crow Canyon Specific Plan for the area delineated on the General Plan Diagram to guide the future redevelopment of this 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 this General Plan. This specific plan should include as a minimum the following elements:

- Land use program, providing for a mixed use neighborhood, integrating about 460 multi-family housing units and about 570,000 square feet of non-residential floor area for retail, office, service commercial, and other

uses at a pedestrian scale. Bonus provisions for workforce housing and other public benefits could increase the actual number of units and amount of floor area that could be built under the land use program.

- Development and design program, including standards and guidelines for building scale and location, transition from lower to higher densities, streetfront orientation and transparency, performance requirements, noise buffering, parking location and design, landscaping, undergrounding of utilities, signs, etc.
- Bonus/incentive program for additional FAR and housing units in return for the provision of workforce housing, public amenities, pedestrian and transit facilities, etc.
- A workforce housing program providing that at least 25 percent of all units within the Crow Canyon Specific Plan area are affordable to Very Low, Low, and Moderate income households. Such a program will determine the timing for workforce housing relative to the City's employment growth, the most appropriate income split, rental-to-ownership ratio, deed restrictions, and phasing requirements. As an additional incentive for workforce housing, if more than 25 percent of the housing units provided are affordable, then the development limit set in the land use program may be exceeded by one housing unit for every one affordable unit provided in excess of the minimum requirement.

A specific schedule of incentives for various levels of affordability (25%, 30%, 35%, etc.) will be established as a guideline, using the City's Affordable Housing Density Bonus Program as a base.

- Infrastructure improvement program, including street, sewer, water, electricity, and drainage improvements.
- Implementation program, including Zoning Ordinance amendments (if required), cost of

and responsibility for necessary capital and other improvements, phasing of development, financing measures, plan administration and enforcement, etc.

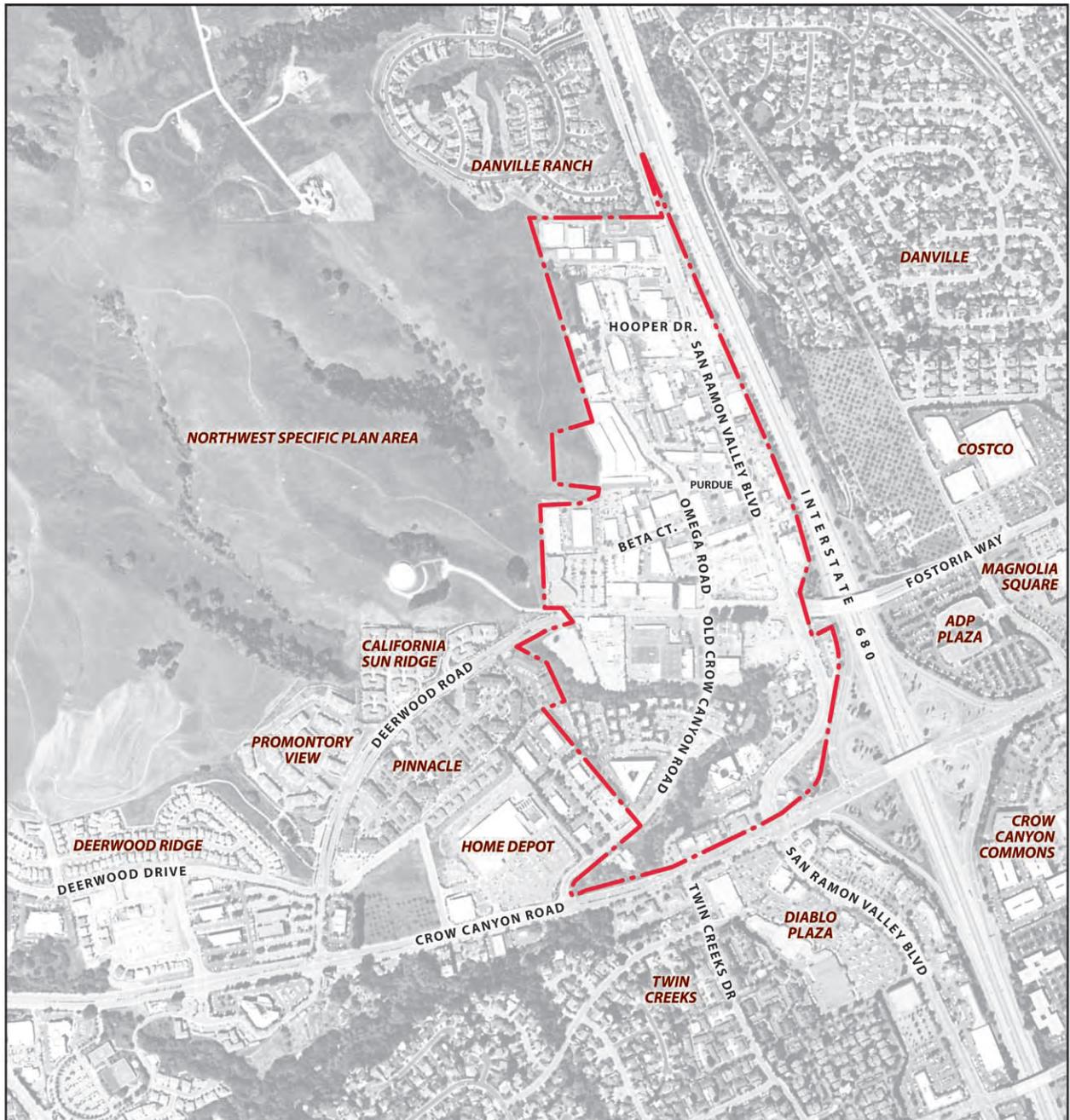


FIGURE 1-2
LOCAL CONTEXT

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 San Ramon 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.

An Environmental Impact Report (EIR) has been prepared to evaluate the Crow Canyon Specific Plan. In conformance with the California Environmental Quality Act (CEQA), the EIR is finalized and certified before the Specific Plan is adopted.



Planning Approach and Process

To guide the preparation of the Crow Canyon Specific Plan, a seven-member Crow Canyon Specific Plan Advisory Committee was created. This group balanced a diverse range of interests, including area property and business owners and others interested in the area's development. The Advisory Committee provided overall direction and guidance throughout the planning process. Over a nine month process, periodic meetings were held with the Advisory Committee to discuss the progress of the Plan, to review and refine alternatives, and to establish the policies presented in this document. Public comment and input were received at all of these meetings, providing the Advisory Committee with a direct dialogue with the community.

The Advisory Group hosted five public workshops on the following topics:

- Workshop 1: Issues and Opportunities.
February 27, 2003.
- Workshop 2: Alternative Concepts.
April 10, 2003.



The Crow Canyon Specific Plan Advisory Committee hosted six public workshops.

- Workshop 3: Review of Alternatives.
May 22, 2003.
- Workshop 4: Summary of Alternatives.
July 17, 2003.
- Workshop 5: The Preferred Plan.
October 13, 2003.

The consultant team, headed by ROMA Design Group, prepared a report for each workshop as well as a comprehensive summary of Existing Conditions, Issues and Opportunities (March 12, 2003). Immediately following Workshop 5, City staff and the consultant team presented the recommended plan to the City Council.

In addition to the regular Advisory Committee meetings, City staff and the consultant team conducted a series of interviews with key stakeholders and interest groups to better understand issues of concern and to provide clarification and explanation of the plan as it evolved. Their responses are summarized in the February 27 and March 12, 2003 reports. Under the direction of the Crow Canyon Specific Plan Advisory Committee, the plan was drafted to incorporate and balance the multiplicity of concerns and ideas expressed during the extensive public participation process.

On July 22, 2004, the Advisory Committee conducted a sixth public workshop to review the Preliminary Draft of the Specific Plan. The Draft Specific Plan incorporated the committee's comments.

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 Advisory Committee early in the process. The alternatives

were effective tools for focusing discussion, testing and evaluating concepts, and achieving general consensus within the Advisory Committee 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 district with retail shops, restaurants and other amenities that provide San Ramon with an attractive community-gathering place, a stronger identity and a sense of place.
3. Develop housing that contributes to the creation of a vibrant mixed-use district and to the City's affordable housing goals.
4. Pursue new development and improvements that promote a human scale and establish a town character within the area.
5. Ensure that existing viable businesses can continue to operate 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. Establish a staged program of public improvements (e.g., open space, roadways, infrastructure) that provide required services to new and existing development and that minimize impacts on adjacent areas.
8. Establish a Façade and Landscape Improvement Program to support commercial rehabilitation and beautification, as well as streetscape enhancements on private property.

Summary of Opportunities and Constraints

Key opportunities for achieving the stated objectives include:

- The City’s 2020 General Plan has already established public policy for the intensification of the area as a mixed-use district.
- Numerous sites within the Plan area appear to be underutilized or have become available for redevelopment. Several property owners are interested in redeveloping their properties.
- The real estate market appears to be supportive of a range of residential developments including townhouses, apartments and condominiums.
- The area immediately to the west of the Specific Plan area has already developed with medium density housing and the Northwest Specific Plan area proposes up to 829 new homes.
- The Plan area is within a redevelopment area and can utilize tax increment financing for



San Ramon Creek and its tributary offer an important open space resource.

new infrastructure and public improvements; redevelopment set-aside funds for affordable housing development are also available.

- San Ramon Creek and its rich riparian vegetation, which winds through the southernmost portion of the area creates a unique environment that could contribute to the identity and amenity value of the area. Undeveloped portions of the channel and banks might be improved with walking and bicycling trails and open spaces, including the Redevelopment Agency-owned parcel on the south side of Old Crow Canyon Road.



San Ramon Valley Boulevard links San Ramon with other valley communities.



Old Crow Canyon Road has the potential to be transformed into a pedestrian-friendly village street.

- The Plan area has other positive characteristics and features that could contribute to the creation of a unique mixed-use district, including:
 - Direct regional access and visibility from Interstate 680 and Crow Canyon Road;
 - San Ramon Valley Boulevard, an important north-south arterial providing linkages to San Ramon and other valley communities from Walnut Creek to Pleasanton;
 - Old Crow Canyon Road which is largely unimproved but has the potential to be transformed into a pedestrian-friendly village street at the core of the district;
 - Close-in views to the adjacent hillsides and distant views to Mount Diablo, that establish a distinctive sense of place; and
 - Established office and service-commercial businesses that can contribute to the diversity of the area.

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

- The area has historically served as the City's service commercial district. There are numerous viable automotive and light industrial businesses in the area. New residential and mixed-use development will need to be planned in a way that is complementary and not disruptive to uses that wish to remain and continue to provide important services within the community.
- There are several key property owners who have held their land for a long time and do not wish to participate in redevelopment.
- Because many of the existing uses in the Plan area are economically healthy, proposed uses must command higher land values than existing uses in order for redevelopment to occur.
- Property ownership is highly fragmented, and the San Ramon Project Area Redevelopment Plan does not give San Ramon's Redevelopment Agency the power of eminent domain to facilitate site assembly.

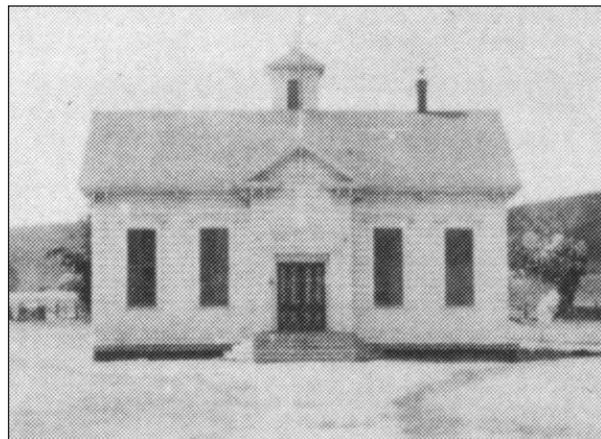
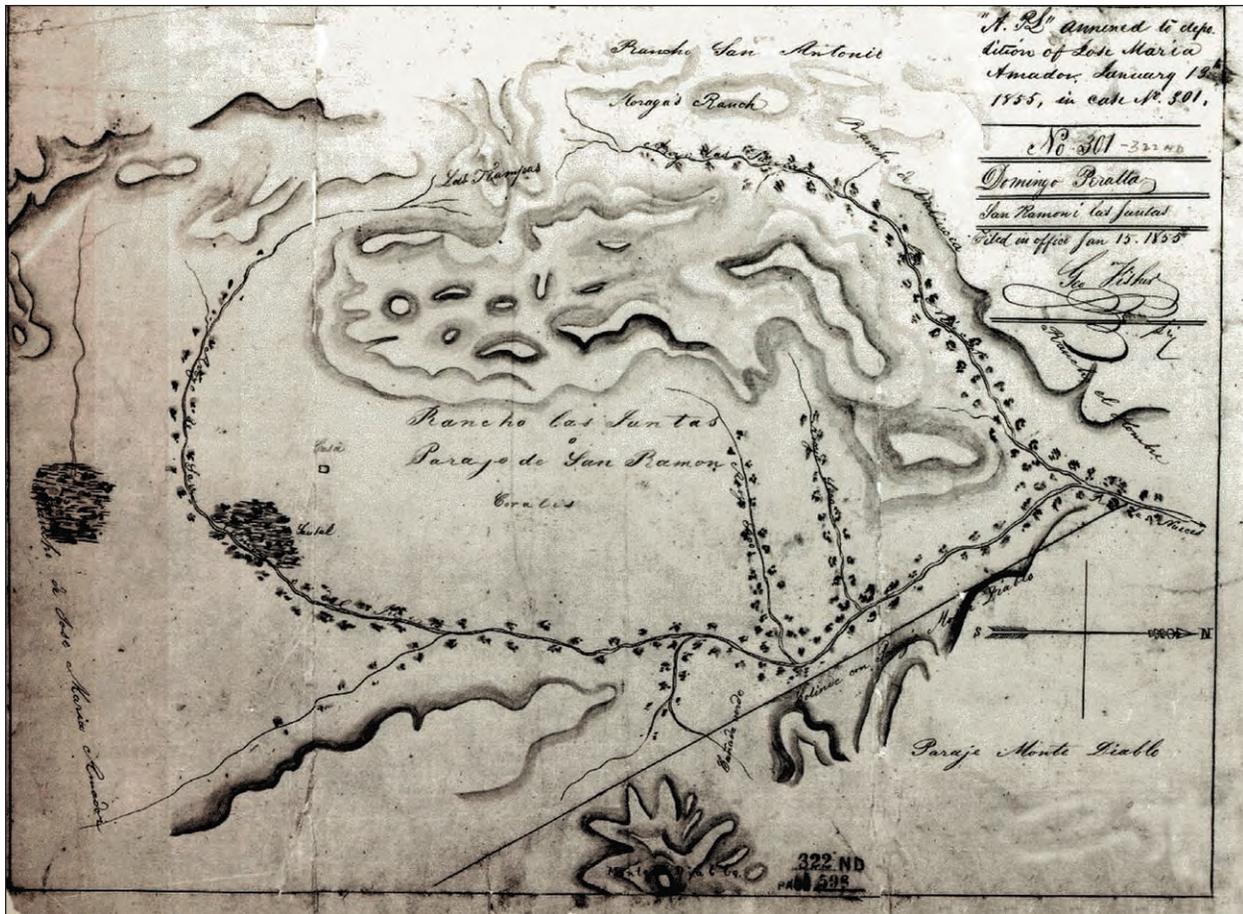


The Specific Plan area contains many auto-service uses.



Auto-oriented retail uses dominate on San Ramon Valley Boulevard.

- The image of the area is not currently conducive to new residential or mixed-use development; land area sufficient to establish “critical mass” and a new neighborhood identity will be required for successful residential development.
- Properties east of San Ramon Valley Boulevard abutting I-680 are particularly constrained because of their small area and shallow depth (55 to 185 feet).
- Properties south of San Ramon Creek are largely developed with uses that are not likely to change in the foreseeable future (e.g., Sierra Suites Hotel, Sleepy Hollow office complex).
- The City’s ambitious goals for affordable housing within the Crow Canyon Specific Plan area and other priority sites (i.e., 38 units affordable to very-low-income households, 58 to low-income households and 97 to moderate-income households) will require significant public investment, as private development is not likely to achieve these targets alone.
- Residential redevelopment will have fiscal implications, requiring additional public services 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 in the 2020 General Plan are only partially owned by the City, and 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 trail or open space improvements to the channel or banks of San Ramon Creek need to avoid significant impacts on habitat and wildlife.



On this 1855 map, the Specific Plan Area is in the left center bounded by Las Trampas Ridge to the northwest and San Ramon Creek to the south and east (top). Until the arrival of the railroad in 1891, the Specific Plan Area was the center of the San Ramon community. San Ramon General Store and Post Office c.1880 (left) and the San Ramon School c.1867 (right).

2. SUMMARY OF EXISTING CONDITIONS

Historic Context

The first settlement in San Ramon developed in the mid-19th Century in the heart of the Crow Canyon Specific Plan area at the 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 Brevenville (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 1860's, 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, until suburban development began in the 1960's. 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" accurately reflected the number of people in the area. 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 environs of the Crow Canyon Specific Plan area have seen gradual development over the last



San Ramon Hall c.1911.

three decades. To the south, development in the Twin Creeks area began in 1969 and spread southward from Crow Canyon Road. In recent years, the area directly west and southwest of the Plan area has been opened with the extension of Deerwood Road and the construction of numerous multi-family housing developments. The Northwest Specific Plan area, directly to the west and northwest of the Crow Canyon Specific Plan area, is currently being planned for up to 829 new homes linked to San Ramon Valley Boulevard by the westward extension of Purdue Road.

The area of Danville immediately to the north of the Plan area is developed in single-family homes. 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 frustrated by the development of Bishop Ranch, 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 Request for Proposals 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.

The Conservation and Enhancement Program replaced the Downtown Specific Plan's emphasis on large-scale land clearance and high intensity development in favor of a market responsive, business retentive approach. 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 Specific Plan area. For example, the narrow strip between San Ramon Valley Boulevard and I-680 was rezoned CT-R, which provides an incentive for lot consolidation in the form of increased floor-area ratio (FAR) and reduced landscaping.

The minimum lot sizes and incentives of the Conservation and Enhancement Program have not proven sufficient to encourage lot consolidation and higher intensity development in the Specific Plan area. Property ownership is highly fragmented, and the San Ramon Project Area Redevelopment Plan does not give San Ramon's Redevelopment Agency the power of eminent domain to facilitate site assembly.

Land Use Context

The Crow Canyon Specific Plan area (“Plan area”) is located in the City of San Ramon to the west of Interstate 680 within the “Crow Canyon Planning Subarea,” as described in the San Ramon 2020 General Plan (approved by the voters of San Ramon, March 5, 2002). Portions of the Plan area also lie within the “Crow Canyon Redevelopment Plan/Conservation and Enhancement Program.” The 2020 General Plan is a document that guides development and manages important natural resources in the City. Per the General Plan’s Land Use Diagram, the Plan area is primarily designated “Mixed-Use (FAR 0.70) Includes Residential (FAR 0.35)” with only a triangular-shaped portion along Crow Canyon Road designated “Parks (FAR 0.1).” Currently, the Plan area is designated with the following zoning districts: CS (Service Commercial), CS-R (Service Commercial with a Redevelopment Overlay), CT (Thoroughfare Commercial), CT-R (Thoroughfare Commercial with a Redevelopment Overlay), OL (Limited Office), OL-H (Limited Office with a Height Overlay), PD-R (Planned Development with a Redevelopment Overlay); and P (Parks and Recreation). Implementation of

the Specific Plan will include amendments to the Zoning Ordinance consistent with direction and policies identified in the Specific Plan.

Site Vicinity Land Uses

To the west of the Plan area lies the Northwest Specific Plan area of which General Plan policy direction for future development includes 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 concentration of multifamily residential uses. Also to the west continues the 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



Views of adjacent housing and a hillside along Deerwood Road.

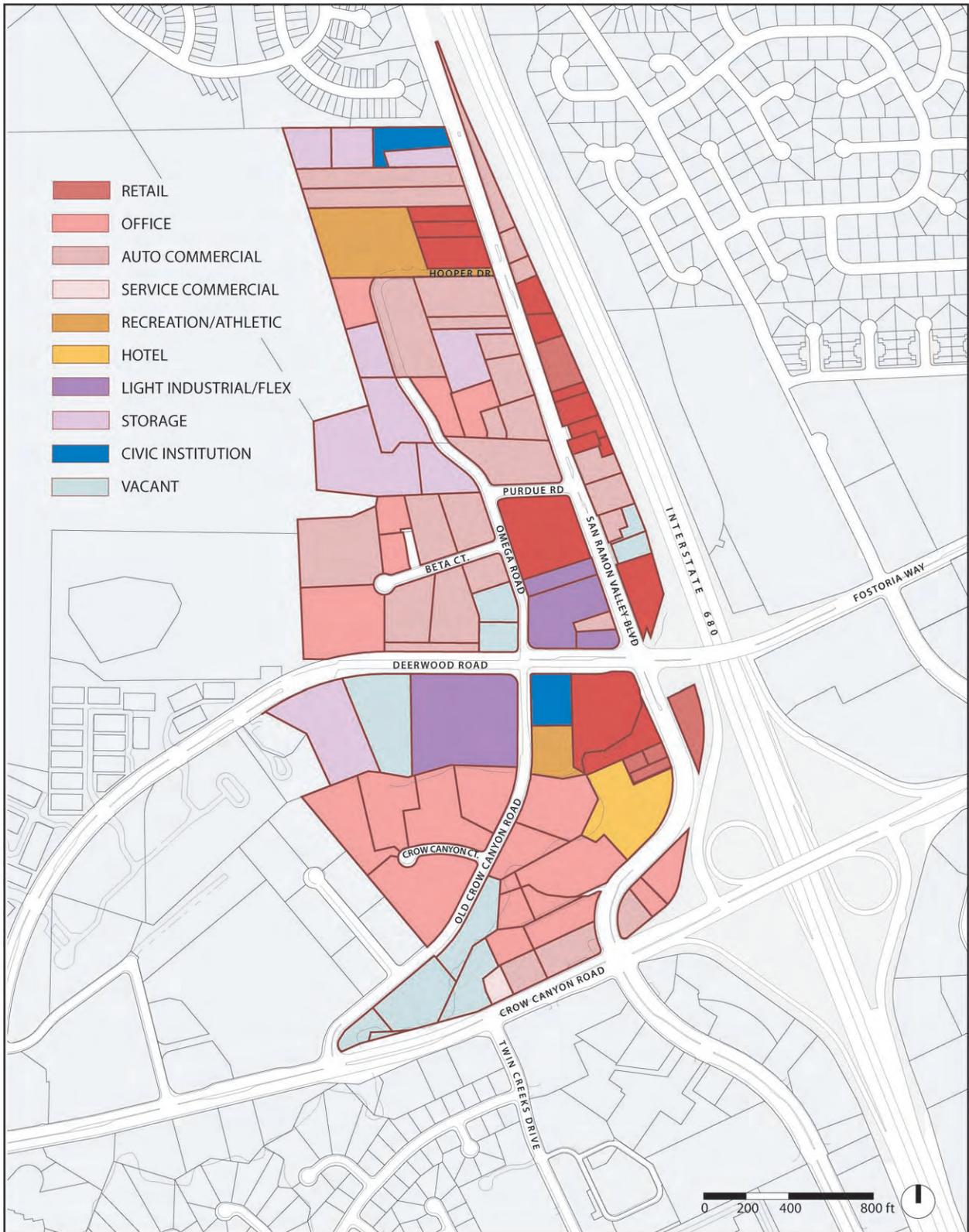


FIGURE 2-1
EXISTING LAND USE

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 (fine dining and fast food), 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.

Plan Area Land Uses

The Plan area is generally bounded by the City of San Ramon/Town of Danville boundaries to the north, Crow Canyon Specific Plan/Northwest Specific Plan boundaries to the west, Crow Canyon Road to the south and Interstate 680 and portions of the Town of Danville to the east. The 128-acre Plan area lies generally within the center of the 610-acre Crow Canyon Planning Subarea from Bollinger Canyon Road to Alcosta Boulevard towards the northern edge of the City boundaries. The subarea contains the earliest commercial development in the City, and since incorporation a variety of retail, office, and auto-related commercial developments have been constructed.



The Garden Store, Sierra Suites, Harley Davidson and Morgan's Masonry are established uses that are likely to remain.

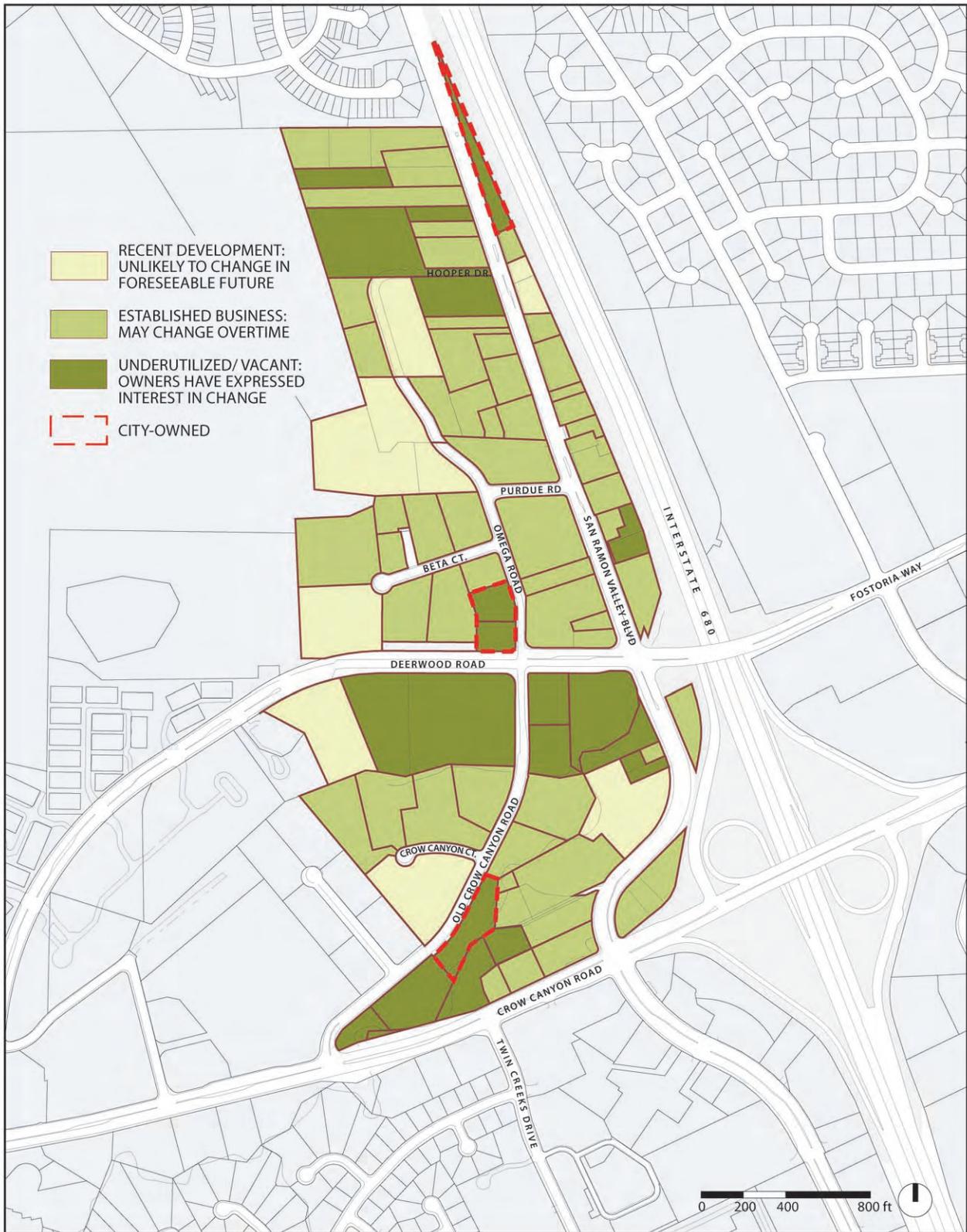


FIGURE 2-2
OWNERSHIP PATTERN/SUSCEPTIBILITY TO CHANGE

Specifically, the Plan area contains a variety of commercial and light industrial land uses ranging from auto-oriented services, to offices, retail and wholesale establishments and warehouse/storage facilities. Limited restaurants are scattered throughout the Plan area, as are visitor-serving uses (e.g., Sierra Suites Hotel), public storage facilities (SAF Keep Storage), mixed-use developments (Crow Canyon Commerce Center) and religious assembly uses (Gilead Bible Church and Grace Reformed Chapel). (See Figure 2-1.)

The area between Purdue Road and the San Ramon Creek tributary is most susceptible to change, because of the underutilized or vacant nature of the property. The San Ramon Redevelopment Agency owns 1.3 acres of land at the northwest corner of Deerwood and Omega Roads, part of which is vacant and part of which is used as a Recycling Center. South of Deerwood Road, the former Outpost Casino is now a restaurant and the former Athletic Club has been renamed the 1800 Wineshop. Both properties present opportunities for assembly and more intensive development. Immediately to the west, the Cortese family has expressed interest in redevelopment of its 7.7 acre property at the southwest corner of Deerwood and Old Crow Canyon Roads, subject to economic feasibility. However, on the north side of Deerwood Road between Omega Road and San Ramon Valley Boulevard, Morgan's Masonry building materials yard is an established use that serves both retail customers and wholesale contractors. The owners have expressed their desire to remain in business at this location.

The 128-acre Plan area is comprised of 96 private parcels in a variety of irregularly shaped configurations, with many less than an acre in area. There are four public properties within the Plan area, all owned by the San Ramon Redevelopment Agency,

but only accounting for 3.5 acres or less than four percent of the developable portion of the Plan area. Figure 2-2 indicates the pattern of existing ownership, and, based on discussions with the property owners and an assessment of improvement to value ratios, illustrates potential susceptibility to change.

Aesthetics and Visual Quality

San Ramon's aesthetic character is defined by a combination of natural features and development, which have shaped the urban configuration and the components of the City. The City lies in the San Ramon Valley, which generally runs north-south and is oriented around both east and west sides of I-680, which is a designated state scenic highway, and the primary transportation corridor along the valley floor. (See Figure 2-3.)

The City's built environment is characterized mainly by low building forms. Commercial and light industrial uses are located along the valley floor and residential uses are found both in the valley and in recent years are increasingly more common on surrounding hillsides and ridges.



The Northwest Specific Plan Area abuts Crow Canyon.

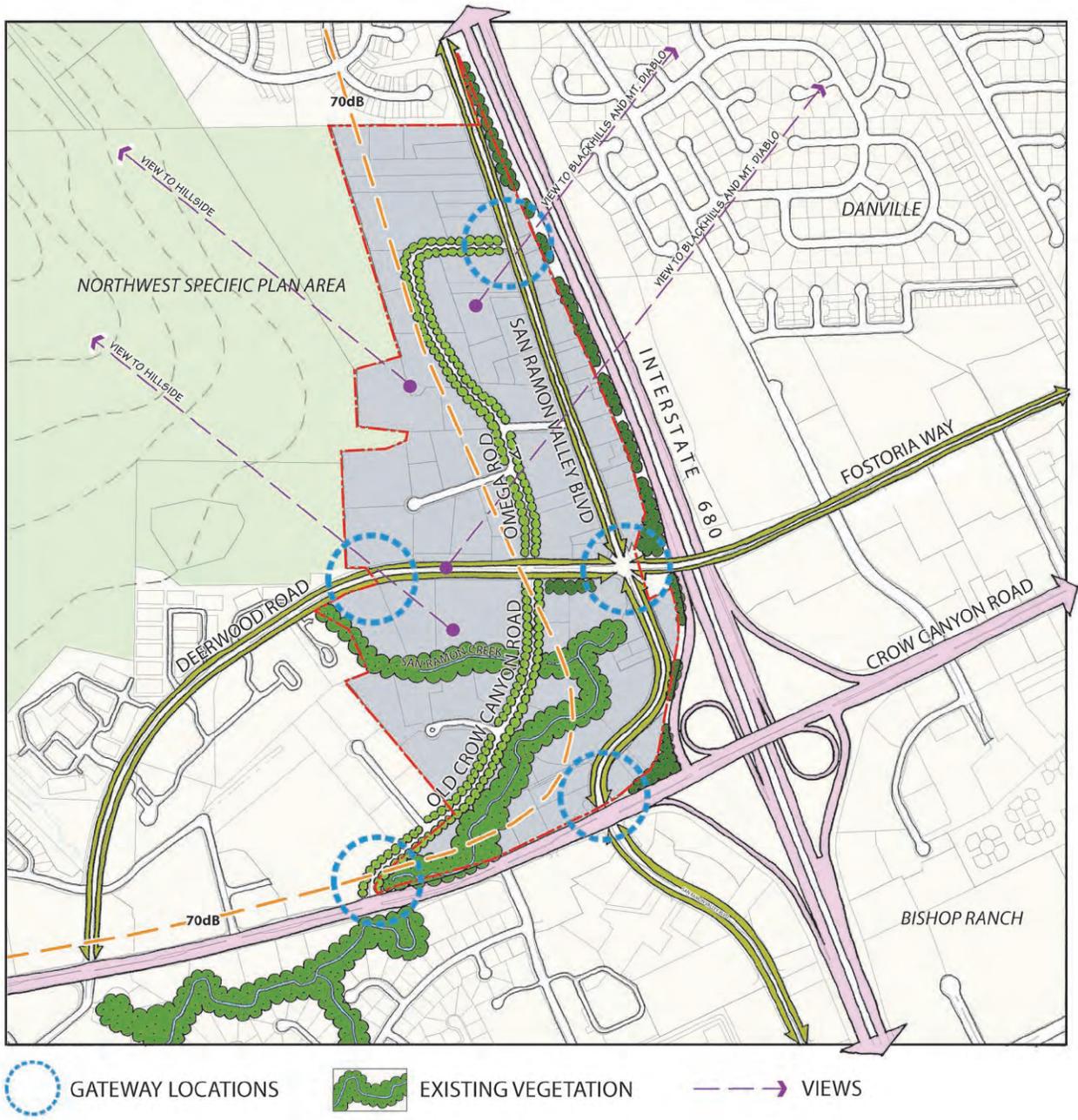


FIGURE 2-3
SITE CHARACTERISTICS/VISUAL STRUCTURE



Crow Canyon Specific Plan Area looking towards Mt. Diablo.

Commercial buildings are generally three to four stories, while residential structures are shorter, typically one to two stories. Commercial buildings are often set back from the street and contain onsite surface parking landscaped with trees or shrubs. Many buildings in San Ramon are painted in neutral tones such as brown and beige, which reflect the color of the hillsides surrounding the City for most of the year.

Primarily undeveloped hillsides rise to over 1,000 feet in elevation from the floor of the urbanized valley. To the west of San Ramon is the Las Trampas Ridge, with elevations of up to 1,200 feet. East of the City is the Dougherty and Sherburne Hills (725-825 feet). Mount Diablo, located approximately six miles to the northeast of San Ramon, rises to over 3,800 feet and is the

most prominent natural visual feature in the area. The City's location on the valley floor surrounded by rolling foothills bestows "a panoramic sense of openness" for people living in the valley (General Plan, p. 4-30).

The visual character of the Specific Plan area is most strongly defined by San Ramon Creek and views of the surrounding hills. Although they are small streams, San Ramon Creek and its tributary have a dominant presence because of their heavy vegetation and the very tall trees that line their banks. At the southwest corner of the Plan area where Old Crow Canyon Road intersects Crow Canyon Road, the main channel hugs both streets and creates a strong image on the approach from the west. Further up Old Crow Canyon Road, the Redevelopment Agency-owned parcel provides a wide



Above: San Ramon Valley Blvd parallels I-680. Below: North of Purdue Rd, looking south from the Danville City Limits.





San Ramon Creek.

opening to the banks and stream. Further north, the streams are mostly hidden from the streets by buildings although the tall trees mark the streams' presence. Apart from the creek, the Plan area has four subareas with different visual characteristics.

South of San Ramon Creek and its Tributary. The area south of the San Ramon Creek and its tributary (about 500 feet south of Deerwood Road) is dominated by two- and three-story office buildings set amidst parking lots, the four-story Sierra Suites hotel and scattered one- and two-story professional office and service-commercial uses, principally fronting Crow Canyon Boulevard. Large stands of redwood trees visually punctuate the low-rise skyline between the office buildings in the foreground; eucalyptus trees are visible in the distance.

San Ramon Valley Boulevard, particularly the west side north of San Ramon Creek plus the entire east side, is a conventional auto-oriented arterial lined with one- and two-story commercial buildings. Some parcels have parking in the front yard, but the majority of the parking is at the side and rear, causing most buildings to be widely spaced, and creating no unified street wall. The lots on the east side of San Ramon Valley Boulevard are shallow (55 to 185 feet) with views through to I-680 and the hills beyond. A few small lots are vacant.

North of Purdue Road. The area north of Purdue Road along Omega Road and Hooper Drive is marked by a steep cross-slope falling 60 feet from the west boundary to San Ramon Valley Boulevard, affording good views of the east side of the valley. The area is dominated by one-story service commercial buildings, principally auto-related or storage, with a few small two-story office structures. Golden Skate is the only commercial-type use located in a tall one-story structure set back from the corner of Omega Road and Hooper Drive. There are two large vacant sites, one on Omega Road and the other on Hooper Drive.

Core Area. The area centered on the intersection of Old Crow Canyon Road and Deerwood Road is the historic center of San Ramon, but is now visually incoherent due to the variety of land uses, vacant lots and buildings, and underutilized and poorly maintained sites. Morgan's Masonry at the northeast corner of Deerwood and Omega Roads dominates the area because its high walls, stacks of building materials, and heavy truck traffic. Vacant and underutilized land includes the Redevelopment Agency-owned site at the northwest corner of Deerwood and Omega Roads, currently the site of the City's recycling center. A stand of very large eucalyptus trees line the southeast corner of the intersection.



Core Area looking north.

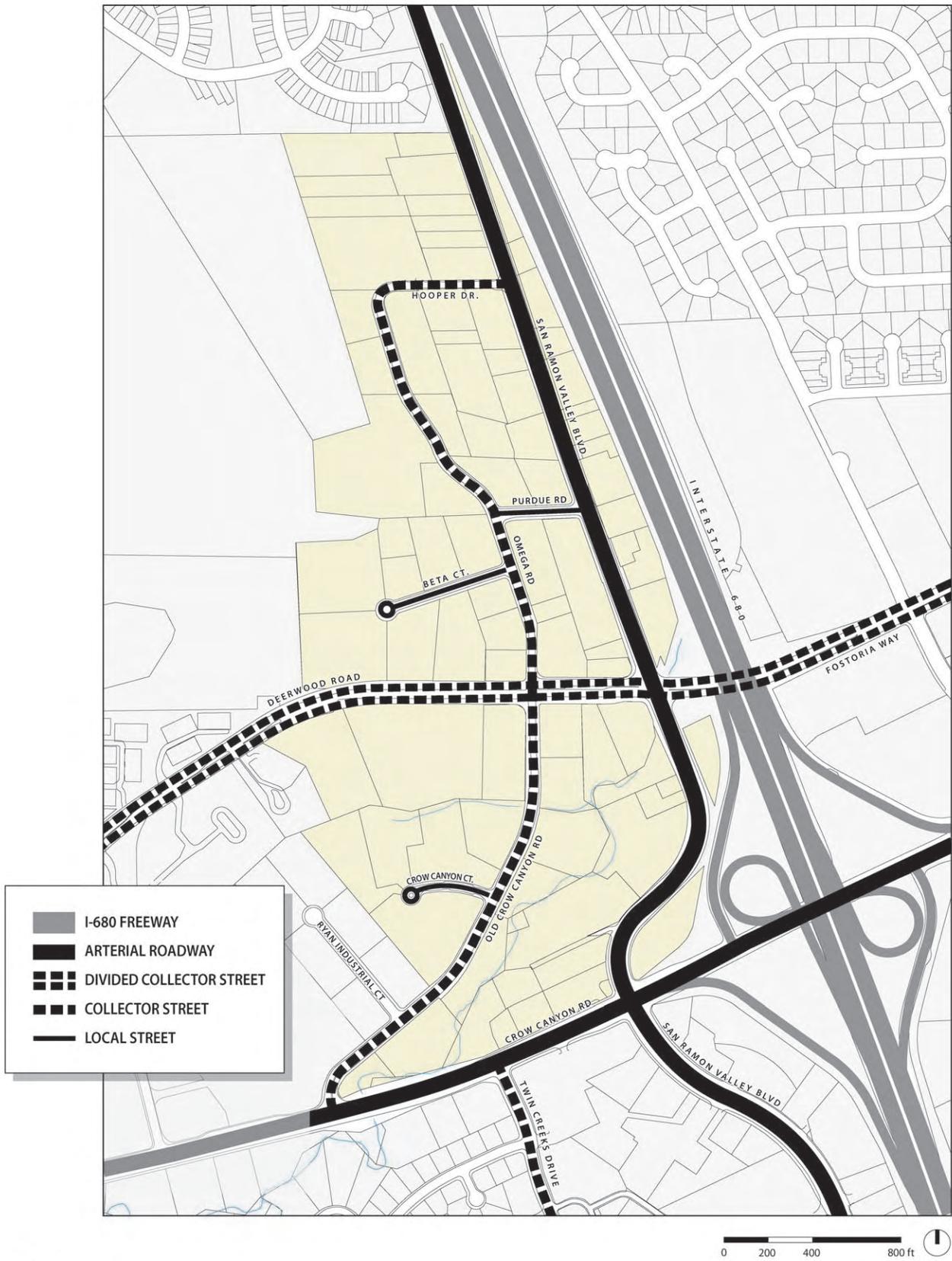


FIGURE 2-4
EXISTING CIRCULATION NETWORK



The I-680 and Crow Canyon Road interchange looking northwest.

Transportation Context

Roadway Network

The Crow Canyon Specific Plan area enjoys high levels of regional access, which is provided primarily through I-680 with its three mixed flow lanes and one high occupancy vehicle (HOV) lane in each direction. Within the Plan area, Crow Canyon Road provides an access interchange with I-680. (See Figure 2-4) Regional access to the area is also provided by way of the major arterial roadways, which in addition to Crow Canyon Road include San Ramon Valley Boulevard, Bollinger Canyon Road and Alcosta Boulevard.

Collector roadways, which distribute traffic from local streets to the major arterials, also serve the

Plan area. These include Old Crow Canyon Road and Deerwood Road, which connect to Crow Canyon Road and San Ramon Valley Boulevard. All other roads within the Plan area are considered “Local streets”. Hooper Drive and the northern stretch of Omega Road are currently privately-owned and the City is not responsible for their maintenance.

The City of San Ramon has established a policy requiring all streets to operate at a Level of Service (LOS) C or better. 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

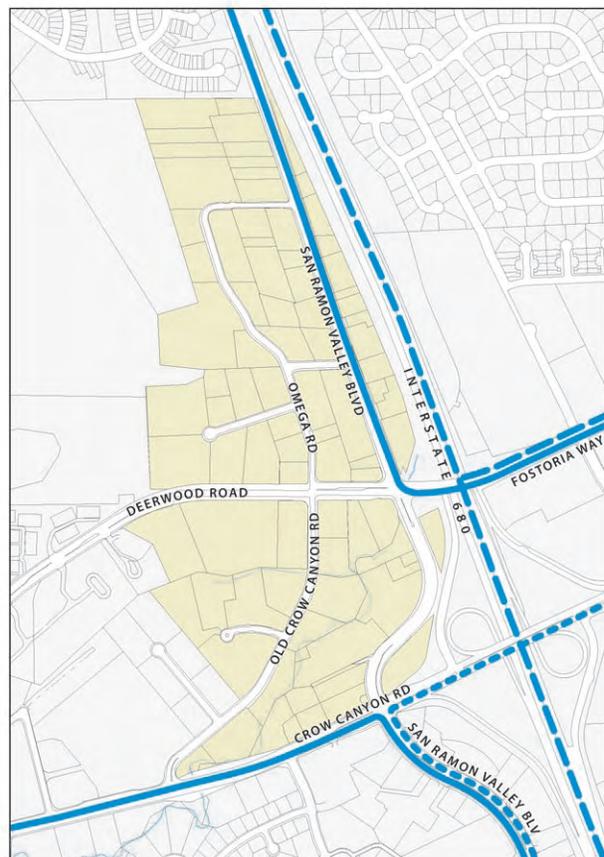
Valley Boulevard with Hooper Drive and Purdue Road operate at LOS D and LOS E respectively.

Two new streets are planned for the Plan area, and are incorporated into this Specific Plan. The General Plan calls for the extension of Twin Creeks Drive north from Crow Canyon Road, over San Ramon Creek to Old Crow Canyon Road. It also calls for the westward extension of Purdue Road from Omega Road to the Northwest Specific Plan area.



Transit System

Bus service in San Ramon is provided by the Central Contra Costa Transit Authority (CCCTA), which has two routes in the area, one along San Ramon Valley Boulevard, connecting Pleasanton to Walnut Creek, and a second which generally runs east and west along Crow Canyon Road and Tassajara Road, connecting San Ramon Valley to Danville. 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. (See Figure 2-5.)



- CCCTA BUS ROUTE 121
- - - CCCTA BUS ROUTES 920, 960, 970
- · · CCCTA BUS ROUTE 221

FIGURE 2-5
EXISTING TRANSIT ROUTES

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. Only one private street (Hooper Drive) contains inadequate pedestrian facilities, a sidewalk gap along an undeveloped portion of the street. 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

At the outset of the planning process in February 2003, an overview of the City of San Ramon's general market conditions was undertaken to determine the Specific Plan area's potential for residential, retail and office uses. Because many of the existing uses in the Plan area are economically healthy, it is important to consider both market demand for new uses and whether these proposed uses can command higher land values than the existing uses. If proposed uses yield higher residual land values than existing uses, landowners will have an incentive to create higher-intensity and more valuable structures on their properties. If proposed land uses are not more valuable than existing ones, property owners will have little reason to invest in new development. Therefore, it is critical that planning efforts for the Plan area incorporate land use types and densities that are financially feasible and in step with market demands. Key findings of the market analysis are summarized as follows:

Residential

The Plan area is a potentially competitive location for new multi-family for-sale or rental housing development. In particular, higher density housing (e.g., between 30 and 60 units per acre) could provide sufficient value and enough "critical mass" to infuse the area with a new residential character.

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. Despite the economic downturn, population levels and housing demand in the Bay Area have continued to increase, and housing



Mixed-use with ground floor retail and residential above.

prices continue to rise. While many households still prefer single-family detached product, increasing numbers of one- and two-person households, including singles, young professional couples, and empty nesters, are increasingly considering higher density product types. Some family households, for affordability or commute time reasons, are also considering some forms of more dense product in locations closer to their jobs. At the same time, the apartment market has been noticeably weakened by the economic downturn with rental rates and occupancy rates falling since the height of the growth cycle. The performance of the apartment market is, however, expected to improve as the economy improves.

New residential development will still need to carry with it sufficient value for developers to cover land costs, demolition costs, and existing use value, and still make a profit. The precise timing of when residential development values will reach this situation will depend on market cycles and the specifics of each site, though it is likely that densities on most sites will need to be over 30 units per acre to command sufficient value. Increases in the price of attached townhomes

and condominiums in the City between 1998 and 2003 suggest that the value of higher density product is increasing. Few of these products have densities over thirty units to the acre, though the success of higher density projects, such as the Ivy Hill apartments and Regent Condominiums in Walnut Creek, signal an emerging demand for higher-density condominium and apartment development in the market area. It is projected that similar success could be achieved in San Ramon and Crow Canyon by offering quality design and amenities, ample on-site parking, convenience to shops and transportation, good security and competitive rental rates.

Retail

While there is little market support for regional comparison shopping, due to competing centers in Dublin and Walnut Creek, there is a limited amount of smaller scale, specialty retail that could be supported in the Plan area.

The market for regional retail expenditures in the market area is highly competitive with Broadway Plaza in Walnut Creek, Stoneridge Mall in Pleasanton, Hacienda Crossings in Dublin, and the Shops at Blackhawk in Danville serving most segments of regional retail. A new regional shopping center would enter the market at considerable risk. As a result, the new retail development in Crow Canyon will primarily need to tap into the neighborhood needs of the local community. Each new household is likely to bring new retail expenditures of over \$20,000 each year. Much of this expenditure will leak to the surrounding shopping centers, but as new residential development occurs and the critical mass grows, the potential for retail development will expand.

New retail development would help to create a sense of place, providing a welcome destination for residents and visitors alike, as well as add value to the residential development. In the early stages of redevelopment, it is anticipated that retail will be added slowly, designed to complement new residential development (café, card shop, etc.); build on retail themes already present in the area such as furniture, gardening and landscape design; and, potentially, address existing retail gaps in the areas of home furnishings and apparel. The key to successful specialty retail in the Plan area will be in the physical design of shops and their relation to parking and the street as well as the type and mix of stores.



Pedestrian-oriented retail.

Office

The recent economic downturn has left the most of the San Francisco Bay Area with a large supply of vacant office space, in small and large, moderate and high-end buildings. The Tri-Valley is no exception, with vacancy rates above 20 percent. At some point, a sustained economic recovery will occur, inducing additional jobs and demand for office space. In the short to medium term, any new office development is a highly speculative and risky proposition, unless it is a build-to-suit for an owner-user.

Given these market conditions, it is not recommended that new office development be a focus of redevelopment efforts in the Plan area. Existing office uses in the area, many of which cater to small businesses and owner-users rather than corporate tenants, should be supported and new development of this type encouraged as selected opportunities arise.



The Vision: A pedestrian-oriented neighborhood with a mix of retail, office, residential and service uses.

3. THE VISION

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

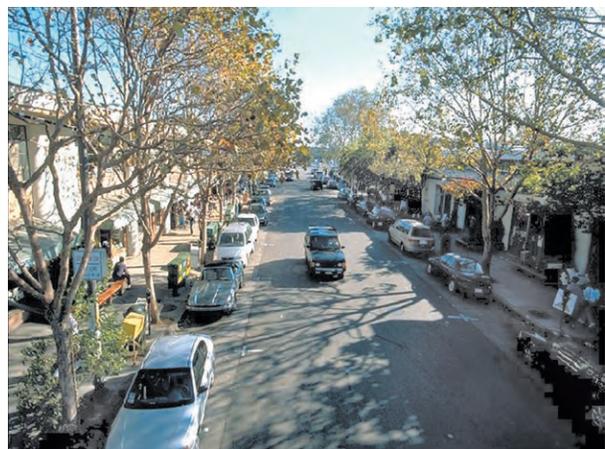
- ***Provides a destination and gathering place for the community;***
- ***Offers a diversity of housing opportunities for San Ramon residents;***
- ***Preserves viable businesses as an integral part of the district; and***
- ***Promotes a compact and pedestrian-friendly townscape.***

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 gradual redevelopment of individual parcels, as well as preservation and enhancement of existing properties. It envisions the introduction of new housing that will create a vibrant day and nighttime district that can support a range of neighborhood-serving shops and restaurants and offer San Ramon residents a greater diversity of affordable housing choices. It calls for a compact pattern of development that is comfortable for pedestrians, one that can be efficiently served by transit, and one that is not wholly dependent upon the automobile. It imagines the area evolving into a vibrant mixed-use district that, because of its unique environment, will become a natural gathering place 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 transformation of Old Crow Canyon and Omega Roads between San Ramon Creek and Purdue Road into a pedestrian-friendly village street.

Within the heart of the Crow Canyon district, the Plan envisions the creation of a mixed-use urban village oriented to Old Crow Canyon and Omega Roads. This unimproved corridor has the potential to become a unique pedestrian-oriented street with ground level shops, studios, businesses, and restaurants, enlivened by a population of residents and employees who will live or work in upper level or nearby housing and office space. Because of the numerous vacant or underutilized parcels, the segment of the street between San Ramon Creek and Purdue Road has the potential to become the core of this new district with the most intensive concentration of mixed-use development. A diverse



A dense townscape provides visual interest and activity.

“townscape” of three to four story buildings in this area will provide strong spatial definition, visual interest and activity along the street. Buildings will be oriented to the street, with off-street parking concealed within or behind the structures. The street itself will be reconfigured with wide landscaped sidewalks, convenient curbside parking, and slow-moving automobile circulation.

The redevelopment of Redevelopment Agency-owned property at Omega Road and Deerwood as a demonstration catalyst project.

The transformation of a light industrial and service-commercial district into a new mixed-use neighborhood is very challenging. It will require public investment in infrastructure and street improvements, as well as specific incentives for private investment and redevelopment. The Plan calls for the use of Redevelopment Agency-owned property at the corner of Deerwood and Omega Roads for an early-term catalyst project that can initiate development in the core of the Crow Canyon neighborhood, demonstrate the attractiveness of mixed-use development, and provide needed affordable housing opportunities for area residents. A total of 1.3 acres could be made available for redevelopment, resulting in approximately

55 units of housing and 113,390 square feet of ground level commercial space along Omega Road. The improvement of Omega Road between Deerwood and Beta Court would be an integral part of this catalyst project, as would beautification and screening of the street frontage adjacent to Morgan’s Masonry.

The enhancement and beautification of San Ramon Valley Boulevard as an important community corridor.

The Plan calls for San Ramon Valley Boulevard to be strengthened and enhanced as the primary north-south commercial corridor through the City, as well as an attractive boulevard and visual gateway to the community. The street has several opportunities for infill and redevelopment along its length, and the Plan encourages intensification of these sites with a range of retail, office and commercial uses. Residential is also encouraged on centrally located parcels that can establish a livable environment for future residents and contribute to the mixed-use character of the district. Continued beautification of the street is also included, with additional street trees along the curbside, and screening of the 680 freeway.



Model for catalyst project.



Boulevard treatment.

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

The Specific Plan recognizes the current and historic role of the Crow Canyon area as San Ramon's service-commercial district, and as an area of the city that has nurtured the growth of numerous home-grown businesses. The proximity of the area to the surrounding community, its accessibility to the freeway, and its abundant supply of warehouse and industrial structures make it an ideal location for service-commercial and supply businesses of all types. At the same time, the Plan recognizes the changes that are occurring within the area and the resulting opportunities for more intensive mixed-use development that can help to achieve other community objectives. The Specific Plan strives to achieve a balance between preservation of service-commercial uses and the realization of residential and commercial reuse opportunities. To this end, the Plan designates a significant portion – approximately 60 percent of the area - with service-commercial and office uses, maintaining most of the existing land use provisions and the same levels of intensity. Within this area, the Plan allows assembled sites greater than 1.5 acres to redevelop more inten-



Existing auto-service uses.

sively, provided that appropriate screening and separation is introduced to avoid conflicts with existing adjacent uses. In addition redevelopment and rehabilitation and reuse of existing structures for new commercial and service-commercial uses is both allowed and encouraged by the Plan.

The enhancement of San Ramon Creek as a recreational and open space feature, as well as an important natural resource.

San Ramon Creek winds its way through the southern part of the Specific Plan area, providing a significant contrast to the urbanization which surrounds it. The creek is largely buried within private development parcels, emerging to public view only at intermittent locations. The City of San Ramon's Ordinance No. 197 does not apply to the Specific Plan area, but the Plan closely follows its policies which provide for the protection of the riparian zones of creeks and waterways, by requiring new construction to provide landscaping and public access improvements and easements along the creek edge, by designating public funds for the implementation of trail and landscaping improvements along the creek, and by contributing publicly-owned land along Old Crow Canyon Road and the proposed Twin



Potential treatment of San Ramon Creek Park.

Creeks extension to create a creekfront park. The Plan envisions the creek as a vital recreational and open space resource within the district and the larger community, ultimately providing pedestrian linkages between the Twin Creeks neighborhood on the south with the village core at the heart of the Crow Canyon district.

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

Considerable traffic flows through and adjacent to the Crow Canyon planning area, due to its location at the edge of the I-680 freeway, and along the San Ramon Valley Boulevard and Crow Canyon Road corridors. The Plan recognizes that redevelopment and intensification of the area will increase traffic, and as such it calls for transportation improvements and mitigations that will maintain acceptable levels of service. In defining these improvements, the Plan also strives

to promote livability within the district, and to encourage alternatives to the automobile including pedestrian and bicycle circulation, as well as transit service. The Specific Plan provides for the implementation of the Twin Creeks Drive extension between Crow Canyon and Old Crow Canyon Roads, an improvement long envisioned by the community and by the General Plan, and one that will promote local circulation and an alternative to the freeway and arterial corridors. In addition, the Plan provides for the extension of Purdue Road into the Northwest Specific Plan area, and for other localized roadway and intersection improvements specifically aimed at addressing projected impacts. The concentration of mixed-use development within the district, and the compact and pedestrian-oriented pattern of development are intended to provide a more viable setting for increased transit service by the Central Contra Costa Transit Authority (CCCTA), as well as by shuttle providers from Bishop Ranch and other major employment destinations in the region.

4. LAND USE AND URBAN DESIGN

The Land Use Map

The Land Use and Urban Design element of the Crow Canyon Specific Plan establishes the distribution, location and extent of land uses within the planning area, and provides development standards and design guidelines that will regulate the form, scale and character of future development. The Land Use Map shown in Figure 4-1 reflects the overall vision of Crow Canyon as a mixed-use pedestrian-oriented district with a range of commercial, service-commercial, and residential uses. To implement the vision, and to achieve the fundamental goals and objectives of the Plan, four land use designations and two “overlay” designations have been formulated for the planning area. While these designations reflect the desire for a mixed-use environment, rather than homogeneous zones with singular uses, they also recognize that certain portions of the planning area offer more suitable opportunities for particular land uses to predominate. Table 4-1 lists the acreage of land in each district, overlay or right-of-way. Table 4-2 provides a summary of the range and intensity of land uses within each of the land use designations. (See Tables 9-1 and 9-2 for detailed land use table and development standards.) More specifically, the land use designations include:

Village Commercial Mixed-Use (VCMU): This land use designation applies to properties generally fronting Old Crow Canyon and Omega Roads between San Ramon Creek and Purdue Road and on a portion of San Ramon Valley Boulevard north of the Sierra Suites Hotel. Its intent is to promote the creation of a mixed-use and pedes-

trian-scaled activity center at the heart of the Crow Canyon district. Buildings are required to orient to, and be built to the property line of Old Crow Canyon and Omega Roads to create an intimately scaled pedestrian street. The ground level of buildings along this street will be lined with public-oriented uses like shops and restaurants that will help to reinforce the pedestrian nature of the street. Small-scale commercial uses such as workshops and offices are also permitted, provided that the space is designed in a manner that would allow for future conversion to retail use. Off-street parking is concentrated within and behind the buildings. Residential and/or office uses will occupy the upper floors to promote a mixed-use environment and to provide a “critical mass” of residents and employees within the district. To promote this critical mass, this land use designation imposes a minimum density of 22 dwelling units per acre or 0.40 floor-area ratio (FAR), and a maximum density of 35 dwelling units per acre¹ or a 1.25 FAR. On San Ramon Valley Boulevard, buildings are required to orient to the street with no more than 50 percent of the frontage devoted to surface parking.



Mixed-use with ground floor retail and housing above.

¹ Specific Plan Amendment #17-800-001

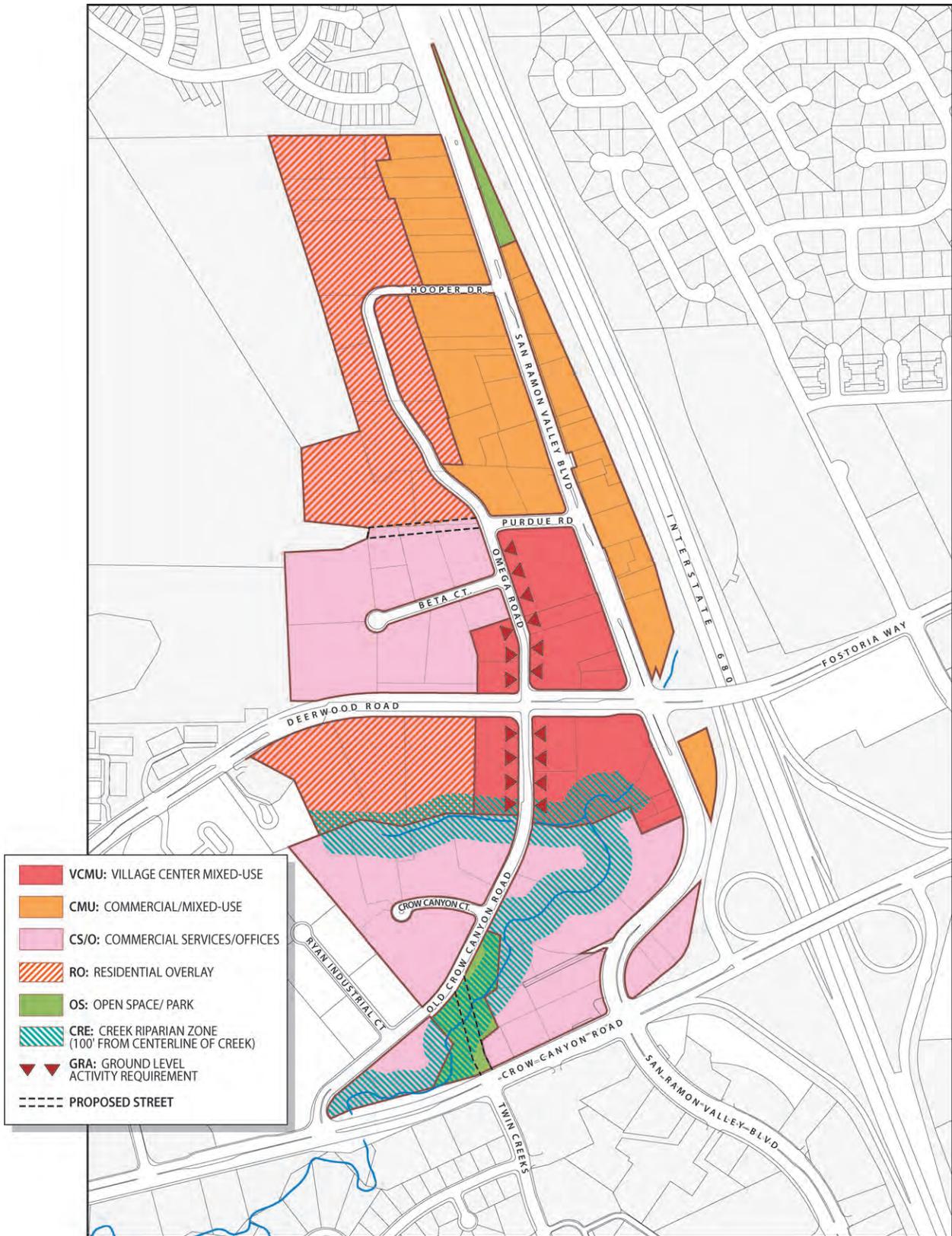


FIGURE 4-1
LAND USE PLAN



Mixed-use with ground floor retail and offices above.

Commercial Mixed-Use (CMU): This land use designation is applied to properties on both sides of San Ramon Valley Boulevard between the city limits on the north and Purdue Road on the south and extending on the east side of the Boulevard down to the Sierra Suites Hotel. The intent of this designation is to encourage redevelopment, intensification and beautification of properties along the boulevard. Emphasis is given to commercial development including retail and office uses. Buildings are required to orient to the boulevard with no more than 50 percent of the frontage devoted to surface parking. The maximum density of development within this area is 0.40 FAR, except on assembled sites greater than 1.5 acres, where a 1.00 FAR will be permitted.

Commercial Services/Office (CS/O): This land use designation applies to all other privately-owned land outside of the Commercial Mixed-Use (CMU) and Village Commercial Mixed-Use (VCMU) designated areas described above. A variety of commercial and service-commercial uses is permitted within the area, in recognition of the pattern of existing businesses, including automobile sales and services, building materials, contractors' yards, hotel and office uses. Storage and warehousing facilities are not permitted within



Residential with pedestrian-friendly stoops.

the district, because of the growing dominance of these businesses in the area and their incompatibility with the Plan's goals for creating a mixed-use district. Development within this land use designation is permitted to a maximum density of 0.40 FAR. Buildings are required to orient to public streets within this area to promote a positive pedestrian environment.

Residential Overlay (RO): This land use overlay is applied to properties designated as Commercial Service/Office (CS/O) north of Purdue Road and between Deerwood Road and the San Ramon Creek. It is intended to allow for future infill and intensification of underutilized properties in a way that minimizes impacts on existing businesses and that can lead to the creation of a cohesive mixed-use district. Within this area, residential development is allowed on assembled sites greater than 1.5 acres, subject to livability conditions intended to mitigate potential conflicts between the new residential development and existing non-residential uses. Residential development within this designation is limited to a minimum density of 22 dwelling units per acre and a maximum density of 35 dwelling units per acre¹. Additional ancillary commercial uses are also allowed on the ground floor up to a maximum 0.40 FAR. Build-

¹Specific Plan Amendment #17-800-001

Table 4-1: Acreage by Land Use District

	Total Acres	Portion in Creek Riparian Zone (CRE)	Net Acres
Village Center Mixed-Use (VCMU)	15.6	2.1	13.5
Commercial/Mixed-Use (CMU)	21.1	0	21.1
Commercial Services/Offices (CS/O) (Portion in Residential Overlay - RO)	66.6 (25.6)	10.5 (1.1)	56.1 (24.5)
Open Space/ Park (OS)	2.9	1.7	1.2
Street Rights-of-Way	21.9	0.7	21.2
Total	128.1	15.0	113.1

ings are required to be oriented to public or publicly accessible streets, and to San Ramon Creek to promote a pedestrian-friendly environment.

Open Space/Park (OS): This land use designation is applied to Redevelopment Agency-owned land adjacent to San Ramon Creek and along San Ramon Valley Boulevard. It is intended to provide visual and recreational open space for the enjoyment of residents and visitors, and to reinforce the City’s policies related to the preservation and enhancement of existing riparian corridors. Because of its location and configuration, the San Ramon Valley Boulevard site will be landscaped and maintained as a visual amenity at the City’s northern gateway and as a buffer to the I-680 freeway. The Old Crow Canyon Road site consolidates existing Redevelopment Agency property with future property that will be acquired to construct the Twin Creeks Drive extension, to create a 1.7-acre creekside park, that will also serve as a “trailhead” for future pedestrian and bicycle paths along San Ramon Creek.



Potential treatment of San Ramon Creek Park.

Creek Riparian Zone (CRE): This overlay district is located within 100 feet of the centerline of San Ramon Creek and its tributaries, and is intended to implement the goal of Ordinance No. 197, which does not apply to the Plan area, and to protect and enhance the riparian corridor of San Ramon Creek as both an environmental and recreational resource within the community. The Creek Riparian Zone prohibits structures within the 100-foot setback zone and within the 100-year flood plain, and improvements are limited to open space and recreational amenities and access

Table 4-2: Land Use Matrix

<i>Land Use Designation</i>	<i>Principal Allowable Uses</i>	<i>Intensity</i>
Village Center Mixed-Use (VCMU)	<ul style="list-style-type: none"> • Multi-family Residential* • Single-family Residential (attached only)* • Day Care • Park and Recreation Facilities • Eating & Drinking Establishments • Food and Beverage Sales • Offices • Retail • Support Retail Ground-Level Use • Visitor Accommodations (Hotels & Motels) 	Minimum: 22 units per acre or 0.40 FAR (whichever is greater). Maximum: 35 units per acre ¹ or 1.25 FAR (whichever is less).
Commercial/Mixed-Use (CMU)	<ul style="list-style-type: none"> • Day Care • Building Materials and Services (limited) • Eating & Drinking Establishments (limited) • Food and Beverage Sales (limited) • Laboratories • Offices • Retail • Research and Development Services • Vehicle Sales and Services • Industry, Limited Small-Scale 	Maximum (less than 1.5 acres): 0.40 FAR Maximum (1.5 acres or larger): 1.00 FAR
Commercial Services/Offices (CS/O)	<ul style="list-style-type: none"> • Day Care • Building Materials and Services (limited) • Eating & Drinking Establishments (limited) • Laboratories • Offices • Research and Development Services • Retail • Vehicle Sales and Services • Industry, Limited Small-Scale 	Maximum: 0.40 FAR.
Residential Overlay (RO)	<ul style="list-style-type: none"> • Multi-family Residential (min. 1.5-acre lot) • Single-family Residential (attached only) 	Requires minimum site of 1.5 acre. Min.: 22 units per acre. Max.: 35 units per acre. ¹
Open Space/Park (OS)	<ul style="list-style-type: none"> • Park and Recreation Facilities • Eating & Drinking Establishments (limited) • Horticulture (limited) 	Per use permit

Note: See Table 9-1 for detailed land use regulations.

** Not permitted on ground floor.*

*** Southwest of San Ramon Valley Boulevard and Purdue Road only.*



Proposed creekside trail.

roads incidental to achieving effective circulation. In addition to these provisions, the CRE overlay requires new development within the district to construct and maintain a publicly accessible pathway for pedestrians and bicyclists that can become part of a larger pathway system within the district and in so doing, enhance the amenity value of the district, provide residents and visitors with needed open space, and promote bicycling and walking as a viable alternative to the automobile.

Development Maximum

There shall be no more than 735 housing units constructed in the Plan area from adoption of the Specific Plan. The 735-unit maximum shall include any density bonus units.

Trip Budget

Notwithstanding the provisions of the Specific Plan with respect to permitted land uses and development intensities, new or expanded development in the Crow Canyon Specific Plan area is limited by the amount of traffic it generates. This ceiling on traffic generation, denoted as a “trip budget,” is established to ensure that traffic impacts do not exceed the level adopted in the City’s General Plan. In 2001, the San Ramon General Plan 2020 estimated the development potential of the Crow Canyon Specific Plan area, evaluated the associated traffic impacts, and developed measures to mitigate the impacts in the General Plan EIR. The adopted mitigation measures are directly linked to the traffic generation of the area’s development potential. Development exceeding the traffic levels evaluated in the General Plan EIR could potentially cause greater traffic impacts and negate the adopted mitigation measures. Therefore, development in the Crow Canyon Specific Plan area cannot collectively exceed the established trip budget without a General Plan amendment and re-evaluation of mitigation measures. Development consistent with the Crow Canyon Specific Plan, or the broader classifications in the General Plan, can be allowed as long as its cumulative traffic generation remains under the trip budget. Each development proposal within the Crow Canyon Specific Plan area is subject to a project-level environmental analysis which, at a minimum, estimates the proposal’s peak hour traffic generation and the cumulative traffic generation of all development in the Specific Plan area since adoption of the General Plan.

Based on trip generation rates (Institute of Transportation Engineers, 7th edition) consistent with those used to estimate traffic in the Crow Canyon

Specific Plan, the trip budget for the Crow Canyon Specific Plan area is shown in the table to the right. (See Table 9-3 for detailed trip generation calculations.)

The City shall maintain a table, beginning with the 2001 base year, of the total allowable trips, approved projects, their generated trips and the balance remaining. Each new project shall be analyzed using the trip generation rates in the Crow Canyon Specific Plan EIR. Once the trip budget is exhausted, the traffic impacts of any future development project proposed within the Crow Canyon Specific Plan Area must be evaluated as part of the CEQA review for the project.

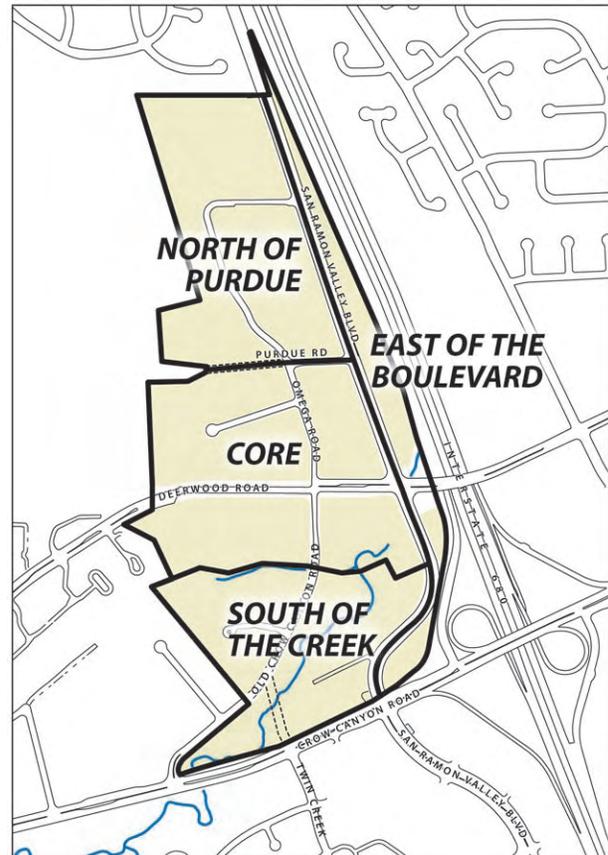
Illustrative Plan and Development Program

The illustrative plan (Figure 4-3) indicates how the Crow Canyon Specific Plan area could potentially build out in conformance with the overall planning principles and within the land use regulations, development standards and design guidelines of the Plan. It is important to emphasize that the illustrative plan indicates only one potential development outcome, and the actual build-out could vary from this initial projection. As envisioned, the build-out of the Crow Canyon Specific Plan area could result in up to 735 new residential units and 357,000 square feet of new or redeveloped commercial space. The illustrative plan assumes that 903,000 square feet of existing commercial space will remain in place. The illustrative development program (Table 4-4) indicates the potential distribution and density of land uses throughout the planning area. For this purpose, four sub-areas are identified including the area: north of Purdue Road, east of San Ramon Valley Boulevard, south of San Ramon Creek, and the Core along Old Crow Canyon Road (Figure 4-2).

Table 4-3: Trip Budget for Crow Canyon Specific Plan Area (1)

<u>Daily</u>	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
13,929	1,777	1,563

(1) Source: San Ramon General Plan 2020 EIR (prepared in 2001).



**FIGURE 4-2
DEVELOPMENT PROGRAM SUBAREAS**

Table 4-4: Development Program

SUB-AREAS	EXISTING FLOOR AREA		DISPLACED		REPLACEMENT		NET CHANGE		TOTAL		
	Commercial (gsf)	Commercial (gsf)	Commercial (gsf)	Commercial (gsf)	Residential (units)	Commercial (gsf)	Residential (units)	Commercial (gsf)	Residential (units)	Commercial (gsf)	Hotel (rooms)
North of Purdue	422,000	142,000	155	223,000	155	81,000	155	503,000	155	503,000	0
East of the Boulevard	89,000	19,000	0	39,000	0	20,000	0	109,000	0	109,000	0
South of the Creek	278,000 & 142 Hotel Rms	10,000	0	8,000	0	(2,000)	0	276,000	0	276,000	142
The Core	526,000	241,000	580	87,000	580	(154,000)	580	372,000	580	372,000	0
Total	1,316,000 & 142 Hotel Rms	413,000	735	357,000	735	(56,000)	735	1,260,000	735	1,260,000	142

Note: Numbers may not total due to rounding.

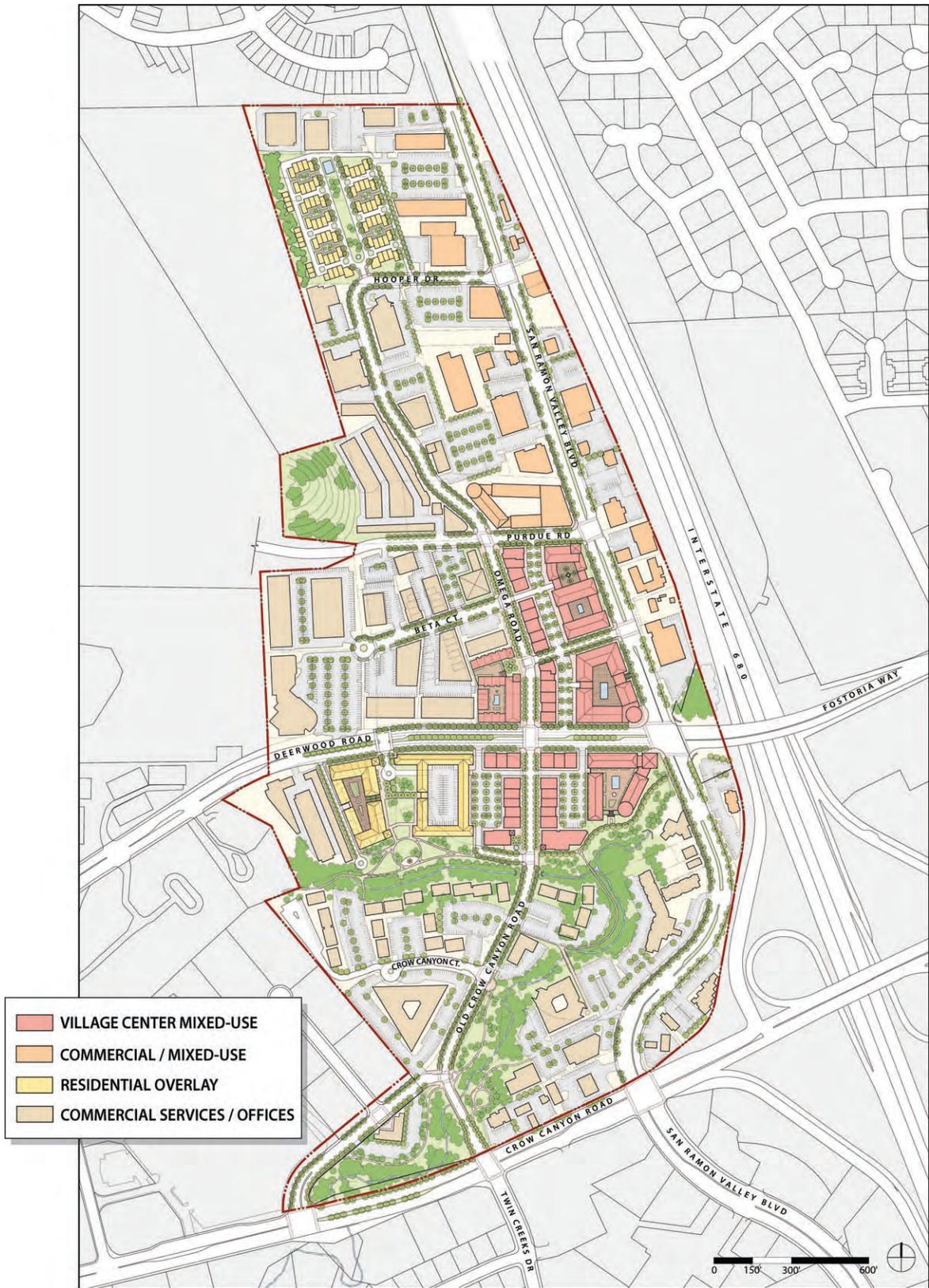


FIGURE 4-3

ILLUSTRATIVE PLAN

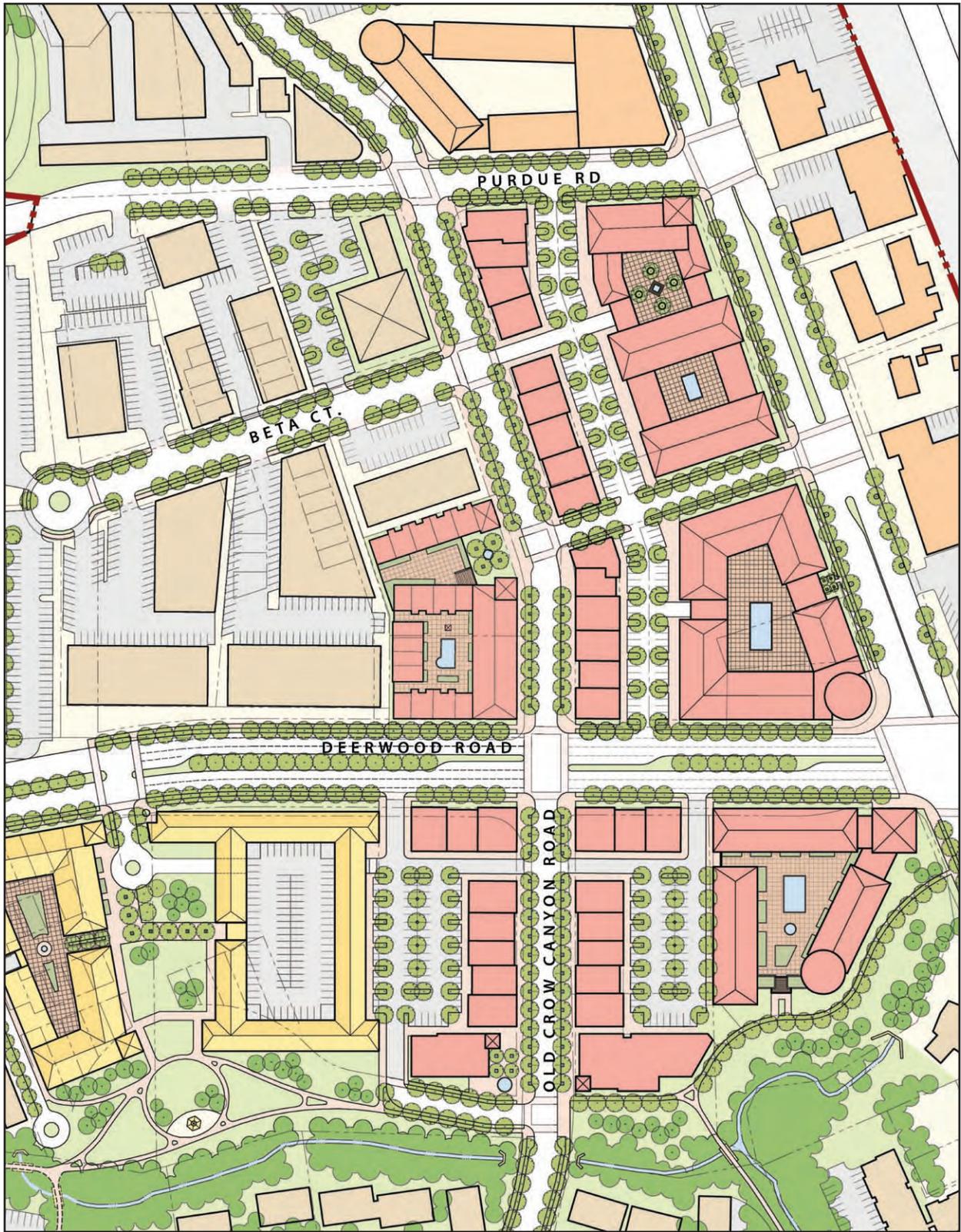


FIGURE 4-4
VILLAGE CENTER ILLUSTRATIVE PLAN

Objectives, Policies, Allowed Uses, Development Standards and Design Guidelines

The remainder of this element focuses on specific objectives, policies, development standards and design guidelines for each of the land use designations. Table 4-2 provides a summary of density, height, setback, and ground level use requirements for each of the land use designations.

Village Center Mixed Use (VCMU)

OBJECTIVE 1: Promote the creation of a mixed-use and pedestrian-oriented village center at the heart of the Crow Canyon district.

The Village Center along Old Crow Canyon and Omega Roads will become the core and “main street” of an active mixed-use district that wraps around Purdue and Deerwood Roads to San Ramon Valley Boulevard with a complement of retail and service uses that can serve the day-to-day needs of future Crow Canyon residents. The Village Center will also serve existing residents in the nearby Promontory View, Deerwood Highlands, Cambrio, and Bollinger Crest neighborhoods, which include more than 950 units of housing, as well as future residents in the adjacent Northwest Specific Plan area, where up to 830 new residential units are planned. Old Crow Canyon and Omega Roads will be transformed into a unique street that will include a range of sidewalk-oriented shops, workshop space, cafes and restaurants. Local home-grown businesses that build on existing area businesses (e.g., home and garden improvements) are particularly encouraged to create a unique personality and broader citywide and regional destination appeal for the area. Upper-level residential, live-work lofts, and office and commercial space are particu-

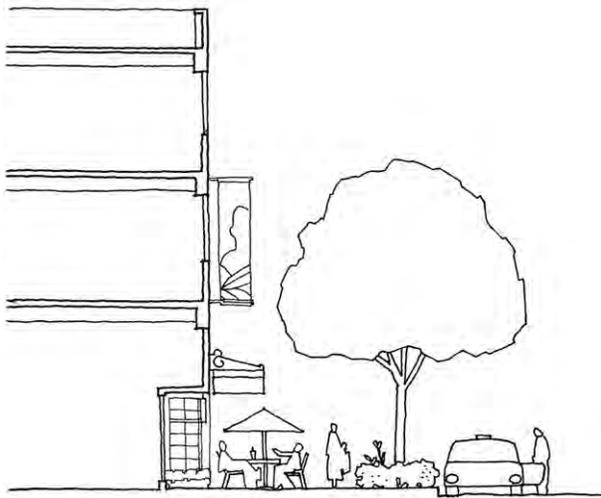
larly important to enliven the district as a day and nighttime destination, and to introduce a population of residents and employees that will further reinforce the viability of commercial uses.

Policy 1.1: Ground level uses that promote an active and public-oriented pedestrian friendly environment should be encouraged along Old Crow Canyon and Omega Roads.

With their narrow right-of-way and relatively light traffic flows, Old Crow Canyon and Omega Roads offer the greatest potential for the creation of an intimately-scaled village street of shops, restaurants, and workshops. New development should be required to reinforce planned public



Mixed-use with active, pedestrian-friendly ground-floor uses.

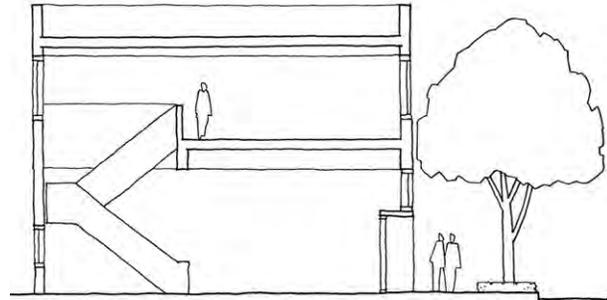


Shops, restaurants and workshops on Old Crow Canyon and Omega Roads.

investment in the improvement of the street as a pedestrian-oriented corridor, by providing active commercial uses along the frontage, by orienting these uses to the sidewalk, and by designing the storefront to promote pedestrian interest and activity. Except for lobbies and services, residential uses are not permitted on the ground level. It is envisioned that ground level uses along the street will evolve over time, as more residents and employees are added to the area, and as the market for retail and restaurant uses develops. In the early years of redevelopment, office, workshop and studio space may be more viable than retail shops and restaurants. However, it is important that all space is configured and designed in a manner to achieve the ultimate vision of an active pedestrian-scaled village street.

Policy 1.2: Residential, live-work or commercial uses should be established on the upper floors of new development.

As the area evolves from a service-commercial and warehousing district, it will be important that new development provide more intensive use of the land to establish a compact and pedestrian-inten-



Shophouse with second-story living space.

sive environment. As such, single-use or stand-alone buildings are discouraged within the VCMU in favor of mixed-use multi-story structures, up to four floors in height. Upper level office, live-work and residential space is required on at least one floor above the ground level. Commercial and live-work “shophouses” that establish a fine-grained increment of development and a village character along Old Crow Canyon and Omega Roads are particularly encouraged.

Policy 1.3: The San Ramon Redevelopment Agency-owned parcels on the west side of Omega Road should be redeveloped as a catalyst and demonstration project.

The San Ramon Redevelopment Agency owns approximately 1.3 acres of land on two contiguous parcels at the northwestern corner of Deerwood and Omega Roads in the heart of the Village Center Mixed-Use district. One of these parcels currently stands vacant, and the other is operating as a citywide Recycling Center. The City has identified these properties as suitable for redevelopment with affordable housing, and has initiated a relocation study for the Recycling Center. The

City should solicit non-profit developers to implement a mixed-use residential project that addresses the objectives of the Crow Canyon Specific Plan and the City's affordable housing needs, while meeting the development standards and design guidelines of the VCMU district. As such, this redevelopment should serve as both a demonstration project and as a catalyst for redevelopment of adjacent underutilized and vacant properties along Old Crow Canyon and Omega Roads. Approximately 55 units of workforce housing, with a range of unit sizes including ones suitable for families, could be provided on the 1.3 acre property. In addition, approximately 13,390 square feet of ground level commercial space could be developed along the Omega Road frontage, which could also be improved as an integral part of the catalyst project. (See Implementation element.)

Policy 1.4: The City should encourage property owners and potential investors who are interested in implementing the vision of the Specific Plan to assemble and redevelop underutilized properties within this area.

The City of San Ramon and its Redevelopment Agency should work with property owners and investors to facilitate the redevelopment of vacant

and underutilized sites within the Village Center Mixed-Use District. Where small parcels preclude efficient redevelopment, the Agency should encourage assembly and consolidation by facilitating discussions between owners and potential investors and by other incentives that are within its powers. The Redevelopment Agency may use its existing legal authority to enter into Owner Participation Agreements that contain financial incentives (e.g., funding off-site improvements, paying entitlement fees, etc.) that would make redevelopment of their properties more economically attractive to existing or prospective owners.

Policy 1.5: The City should work with owners and businesses that will remain within the area to enhance the appearance of the properties and to make modifications that will contribute to the creation of a vibrant mixed-use village center.

The Specific Plan recognizes that there are viable businesses within the VCMU district which may remain for the foreseeable future. The City should work with these property owners and businesses to improve the visual appearance of existing structures and to make them compatible with planned improvements along Old Crow Canyon and Omega Roads. In addition to code enforcement,



Retail scaled to pedestrians with residential uses on upper stories.



Vacant and underutilized sites offer development opportunities.



Harley-Davidson on San Ramon Valley Boulevard.



Morgan's Masonry on Omega Road.

such discussions could include the potential for façade upgrades, landscaping and screening. More specifically, the City should work with Morgan's Masonry, a longtime construction and material supply business within the area, to identify ways in which truck traffic can be rerouted away from the Omega Road frontage, and ways in which the yard activities and noises can be screened from predominant view. Opportunities for screen walls as well as retail-oriented development along the Omega Road frontage of this key property should be explored with the property owner and business and implemented as part of the streetscape improvement program.

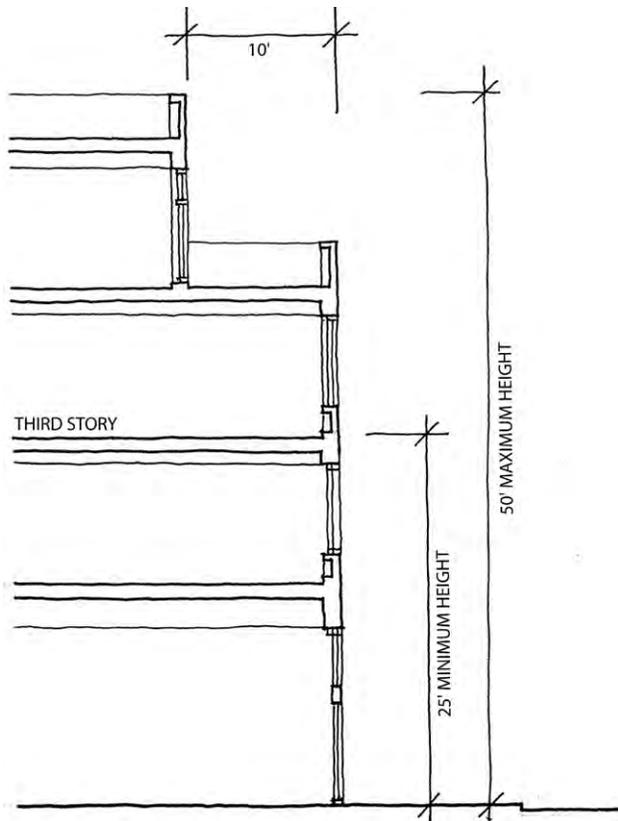
Policy 1.6: The following development standards and design guidelines are intended to promote an intimately-scaled and pedestrian-friendly village center:

Height and Massing: The maximum height of buildings within the Village Center Mixed-Use District shall be four stories or 50 feet. Portions of buildings above the third floor or 40 feet shall be stepped back by 10 feet to reduce the perceived height of the structure, and to promote a village scale. The minimum height of all structures within this area is two stories or 25 feet, to promote a more intensive mixed-use environment, and to reinforce the spatial definition of Old Crow Canyon and Omega Roads as a cohesive village street.



Ground-level public-oriented uses.

Ground Level Uses: Public-oriented uses that promote sidewalk activity and interest are required on fronting ground level space adjacent to Old Crow Canyon and Omega Roads. Such uses include retail shops, personal and financial services, restaurants, and cafes, workshop space (e.g., artisan studios and galleries), offices, civic and community facilities, and other uses deemed by the Planning Director to be public-oriented. Off-street parking lots and structures shall neither



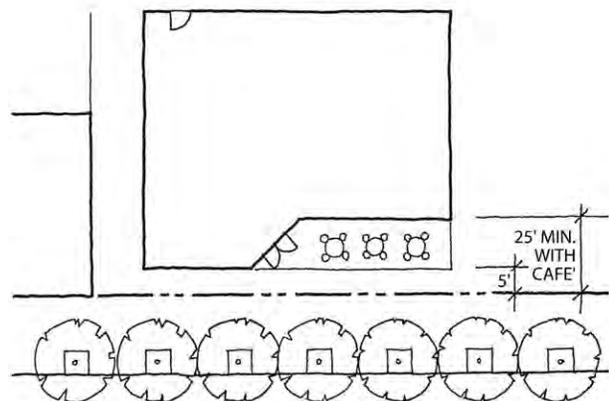
10-foot setback above third story or 40 feet.

abut nor be visible from the Old Crow Canyon and Omega Road frontages.

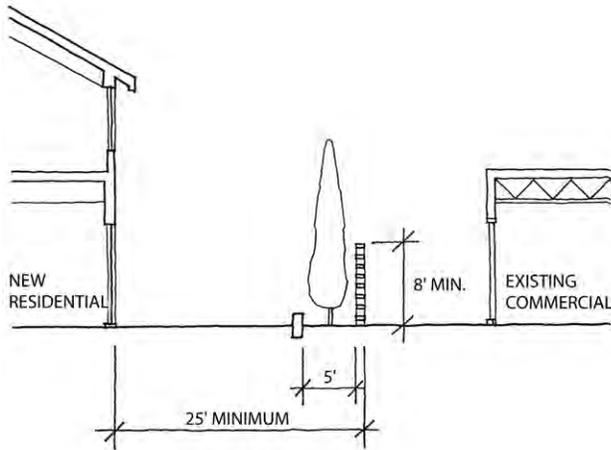
Building Setbacks: To promote the spatial definition of the street and to create an active, pedestrian-oriented district, all buildings shall be built parallel to, and within five feet of the right-of-way lines of Old Crow Canyon and Omega Roads. Site Obstructions at Intersections (Zoning Ordinance Section D4-142) shall not apply in the Village Center Mixed-Use District (VCMU). Additional setbacks up to 25 feet will be permitted for outdoor cafes and seating areas that have a direct relationship to the street. Along all other public streets including San Ramon Valley Boulevard, Deerwood, Beta Court, and Purdue Road, buildings shall be set back at least 10 feet but no more than 25 feet from the street to create a more generous sidewalk area as well as opportunities for

front yard landscaping as appropriate. There shall be no minimum interior side yard or rear yard setback requirements, except that new residential shall be set back at least 25 feet from interior and rear property lines abutting existing commercial and service-commercial uses. Along interior property lines between residential and existing commercial and service-commercial uses, there shall be a minimum eight-foot-high masonry or concrete wall and an irrigated planting strip that is at least five feet wide and heavily planted with tall hedges and/or columnar trees to form an opaque screen. Parking structures or decks up to 20 feet in height, and encapsulated within a mixed-use building, may be constructed within five feet of a rear or interior side property line that is adjacent to an existing commercial or service-commercial use.

Ground Level Treatment: All ground level uses shall have their primary entrances oriented to Old Crow Canyon and Omega Roads, and entrances should be spaced no more than 50 feet apart. The interior finished floor shall be generally flush with the sidewalk so that no stairs or ramps are required. The floor-to-floor dimension of ground level space shall be no less than 15 feet. The ground level should achieve maximum



Buildings built parallel to and within 5 feet of r.o.w. lines of Old Crow Canyon and Omega Roads.



Interior and rear setbacks where new residential abuts existing commercial.

transparency, avoiding areas of blank walls. Clear, untinted glass should be used to allow for maximum visual interaction between exterior public areas and the activities within. The use of awnings is encouraged to provide shelter and shade along storefronts. Ground-floor commercial spaces should be designed as an integral part of the mixed-use building, but should also be articulated as distinct parts of those building façades, with materials and treatments that offer visual interest to the pedestrian. Materials along storefronts should be carefully selected to be of a high quality and appropriate to the pedestrian realm. The use of materials such as stone, tile, masonry and terracotta, which are pleasant to the touch and offer color and variation, is encouraged.

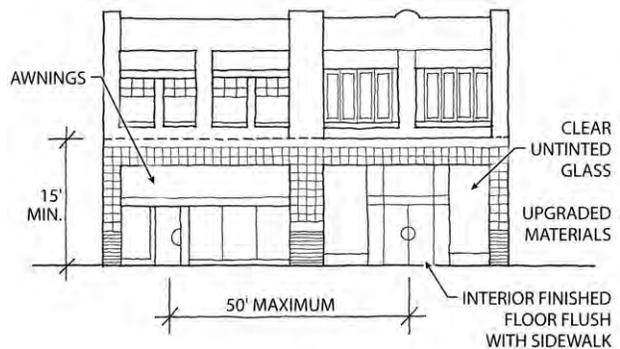


Transparent ground-level uses.

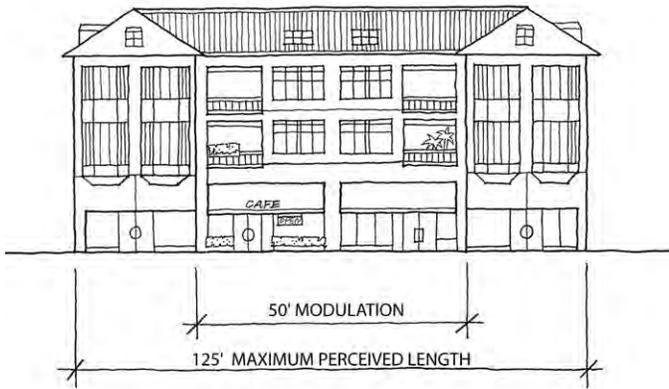
Architectural Treatment and Building Materials:

The architectural treatment of buildings within the Village Center should be high quality, with a high degree of variation and articulation to create a fine-grained and intimately scaled neighborhood. More specifically:

- **Articulation of Building Plane and Silhouette:** Mixed-use/residential buildings should avoid the appearance of monolithic projects. Individual units and/or clusters of units should be clearly expressed through overall massing and roof treatment, as well as changes in building plane, colors and/or materials. The use of sloping roofs, dormers, gables, balconies, bay windows, chimneys, etc., is encouraged to achieve this variety and articulation.
- **Frequent Changes in Façade Treatment:** In order to create a lively street frontage, residential buildings should have a maximum perceived length of 125 feet to discourage long and monotonous façades. The façades should be further modulated at intervals of approximately 50 feet and, whenever possible, should be broken down into smaller discrete elements. Devices such as floor level variation, fenestration changes, and the introduction of architectural elements (belt courses, moldings, cornices, pediments, etc.) are strongly encouraged.



Ground level treatment.



Architectural treatment and building materials.

- ARTICULATED ROOF
- FENESTRATION CHANGES
- RECESSED WINDOWS
- HIGH-QUALITY MATERIALS

- **High Quality Window Treatments:** Fenestration of all mixed-use residential buildings should employ a “punctured wall” treatment, with high quality window casings that are recessed from the building face to provide shade and detail.
- **Articulated Roof Treatment:** Roofs should be treated as a distinct architectural element of the building façade. Pitched and gabled roofs, and projections such as cornices and brackets are recommended to create a distinctive building silhouette. Mechanical equipment should be concealed from view through roof design that is architecturally integrated with the remainder of the building.
- **Freestanding Commercial Buildings:** The architectural treatment of freestanding commercial and retail buildings should be varied and articulated to create interest and diversity along public streets. The fenestration above the ground floor should be comprised of “punched” openings within a solid wall, and should be varied and recessed to offer shade and complexity to the building eleva-

tion. Parapets and roofs should be designed with decorative elements to provide for additional articulation and interest. All mechanical equipment should be screened from view and architecturally integrated within the roof treatment of the building.

- **Building Materials:** High quality clapboard wall treatments, precast concrete, brick and stucco are considered appropriate for mixed-use residential development; freestanding commercial buildings should employ high quality masonry, stucco or precast concrete. For all building types, high quality materials (e.g., stone, tile and terracotta) are encouraged as an accent for architectural features (e.g., moldings, cornices, chimneys, etc.) and to provide interest and detail within the view and touch of pedestrians.
- **Lighting:** New development shall include lighting designed and oriented to confine illumination to its specific site in order to minimize light spillage to adjacent commercial and residential uses, and public open space and recreational areas.

On-Site Open Space: Each residential unit within the VCMU district shall provide at least 50 square feet of private open space (25 square feet for a studio unit) in the form of a patio, terrace or balcony, sized so that no dimension within the space is less than five feet. Common open space may substitute for private open space.

Parking Access and Treatment: There shall be no off-street parking or loading access from Old Crow Canyon or Omega Roads, except on sites where no alternative access is possible. In these cases, driveways shall be no wider than 20 feet, and should be consolidated with other uses to the

maximum extent practicable. There shall be no open parking lots within the first 50 feet of property depth along Old Crow Canyon and Omega Roads. To create greenery and shade, open parking lots shall be provided with a minimum five-foot wide irrigated planting strip along their perimeter and at least one tree for every four parking spaces, distributed evenly around the perimeter and interior of the lot, and installed and irrigated in a minimum six-foot-square pit. Parking structures should be encapsulated and architecturally integrated within the overall design of the mixed-use building and concealed from view from the Old Crow Canyon and Omega Road frontages.

Loading and Service Areas: There shall be no on-site loading or service areas facing Old Crow Canyon or Omega Roads. Loading docks and service areas shall be fully enclosed in buildings, but in all cases shall be fully screened from public streets.

Commercial/Mixed-Use (CMU)

OBJECTIVE 2: Reinforce the importance of San Ramon Valley Boulevard as one of the City's principal gateway arterials, and allow for the intensification of existing properties along the boulevard with commercial mixed-use development.

The Commercial/Mixed-Use (CMU) area is located on fronting properties along the east and west sides of San Ramon Valley Boulevard north of Purdue Road and only on the east side south of Purdue Road. The land use pattern along the Boulevard reveals the historic role of the street as the main highway through the Valley and the San Ramon community. Several older businesses along the Boulevard have become institutions within the community (e.g., the Brass Door, Frellen's Casual Furniture, etc.), contributing to

the destination appeal of the area, but much of the development is characteristic of commercial strips throughout the region. Highway-oriented commercial and service uses front onto the street, with large expanses of surface parking and with auto-scaled signage. Streetscape improvements and gateway markers at the northern edge of the city have helped to mitigate the visual effects of this development.

The Specific Plan calls for additional streetscape enhancement of San Ramon Boulevard and for the intensification and redevelopment of vacant or underutilized properties within the area. Commercial, retail, restaurant and office uses are permitted, but storage and warehousing uses that do not contribute to the destination and pedestrian appeal of the area are prohibited.

The design and orientation of new development along the Boulevard should establish a more positive relationship with the street. As development parcels intensify, new buildings should be located near the front of the lot and building entries should be oriented to the street to enhance its pedestrian role. Parking should be well-landscaped and to the maximum extent possible located at the rear of the parcel.



Good balance of auto-access and visibility with pedestrian orientation.

Policy 2.1: Encourage commercial intensification and redevelopment of underutilized and vacant properties along San Ramon Valley Boulevard.

With over 20,000 vehicles per day, the Boulevard is a natural location for regional and community-oriented commercial uses that can benefit from the high levels of visibility and access. As such, the Specific Plan provides for the replacement of low-intensity single-use buildings with more intensive commercial development, including retail and office uses. Density incentives are provided to encourage assembly of small parcels into consolidated sites that can support more productive use of this strategic property. To this end, the allowable density on sites less than 1.5 acres remains unchanged from the existing zoning at an FAR of 0.40. However assembled sites of 1.5 acres or more are permitted to an FAR of 1.00.

Policy 2.2: Provide a visual and acoustical buffer between San Ramon Valley Boulevard and the I-680 freeway.

All new development east of the boulevard and adjacent to the freeway shall be required to construct soundwalls according to Caltrans standards along the property line of the freeway to mitigate noise within the district and to provide a visual screen from the highway. As an alternative, the building itself can serve as the acoustical and visual buffer, if it provides a line of sight obstruction between the freeway and the Boulevard frontage, if it reduces sound levels along the Boulevard by at least five decibels (dBA Leq(h)), and if, in so doing, it meets all of the acoustical standards set forth in the City's noise ordinance and in the Building Code. Landscaping and trees should also be provided along the edge of the freeway to soften the effect of the soundwall or the building edge.

Policy 2.3: The following development standards and design guidelines are intended to promote intensification and enhancement of the Commercial Mixed Use district:

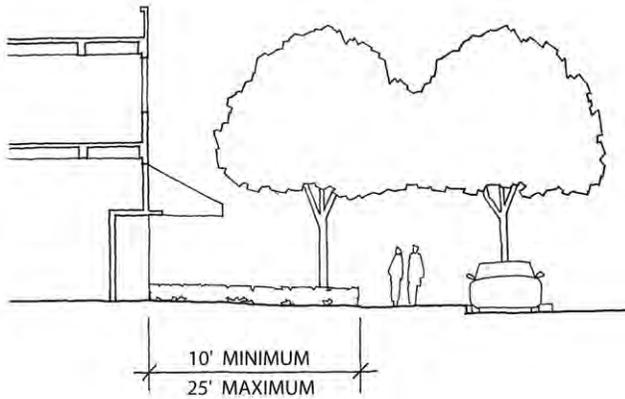
Height and Massing: The maximum height of buildings within the Commercial Mixed-Use District shall be three stories or 40 feet.

Ground Level Uses: Public-oriented uses that promote sidewalk activity and pedestrian interest are required on fronting ground level space adjacent to San Ramon Valley Boulevard. Such uses include: offices, retail establishments, showrooms, workshops, and other uses approved by the Director of Planning.

Building Setbacks: Buildings shall be generally oriented to the street, with a minimum setback of 10 feet and a maximum setback of 25 feet from the property line along the Boulevard. Minimum rear and sideyard setbacks of 10 feet are required.

Boulevard Frontage Landscaping: Front yard landscaping shall include trees planted between the planned boulevard street tree (see Circulation element), as well as groundcover and planting beds that in combination create a continuous frontage of green along the Boulevard.

Ground Level Treatment: Ground level uses facing the Boulevard shall have their primary entrances oriented to the street. The ground level should offer a high level of transparency, and avoid large expanses of blank walls. Clear, untinted glass should be used to promote visual interaction between exterior public areas and the activities within. Ground-floor commercial spaces should be designed as an integral part of the mixed-use building, but should also be articulated



Front yard setback and landscaping - San Ramon Valley Boulevard

as distinct parts of those building façades, with materials and treatments that offer visual interest to the pedestrian. Materials along storefronts should be carefully selected to be of a high quality and appropriate to the pedestrian realm. The use of materials such as stone, tile, masonry and terracotta, which are pleasant to the touch and offer color and variation, is encouraged.

Architectural Treatment and Building Materials:

The architectural treatment of buildings within the Commercial/Mixed-Use district should be high quality, with a high degree of variation and articulation to create a fine-grained and intimately scaled neighborhood. More specifically:

- **Freestanding Commercial Buildings:** The architectural treatment of freestanding commercial and retail buildings should be varied and articulated to create interest and diversity along public streets. The fenestration above the ground floor should be comprised of “punched” openings within a solid wall, and should be varied and recessed to offer shade and complexity to the building elevation. Parapets and roofs should be designed

with decorative elements to provide for additional articulation and interest. All mechanical equipment should be screened from view and architecturally integrated within the roof treatment of the building.

- **Building Materials:** Freestanding commercial buildings should employ high quality masonry, stucco or precast concrete. High quality materials (e.g., stone, tile and terracotta) are encouraged as an accent for architectural features (e.g., moldings, cornices, chimneys, etc.) and to provide interest and detail within the view and touch of pedestrians.
- **Lighting:** New development shall include lighting designed and oriented to confine illumination to its specific site in order to minimize light spillage to adjacent commercial and residential uses, and public open space and recreational areas.

Parking Access and Treatment: No more than 50 percent of the frontage for the first 50 feet of depth of any parcel facing San Ramon Valley Boulevard shall contain parking, and no parking will be permitted within the front yard setback area. Driveways shall be no wider than 20 feet. To create greenery and shade, open parking lots shall be provided with a minimum five-foot wide irrigated planting strip along their perimeter and at least one tree for every four parking spaces, distributed evenly around the perimeter and interior of the lot, and installed and irrigated in minimum six-foot-square pits. Parking structures should be encapsulated and architecturally integrated within the overall design of the mixed-use building, and concealed from view from the San Ramon Valley Boulevard frontage.

Loading and Service Areas: There shall be no loading or service areas facing San Ramon Valley Boulevard. Whenever feasible, loading docks and service areas should be fully enclosed in buildings, but in all cases shall be fully screened from public streets.

Commercial-Services/Office (CS/O)

OBJECTIVE 3: Maintain the role of the Crow Canyon area as a location for small commercial and service-commercial businesses.

The Crow Canyon area is one of the region's principal locations for automotive service and repair businesses. Its proximity to the freeway has made it a convenient destination for residents of San Ramon and the surrounding cities, and its location within a changing warehouse and light industrial district has made it a suitable place for small service and repair businesses to flourish. Many of these businesses are clustered along Beta Court and Omega Road just north of the Village Center Mixed-Use district. In addition to automotive uses, the Crow Canyon area has evolved over the past 20 years into a location for multi-tenant and small corporate offices. Most of these are located along Old Crow Canyon Road south of San Ramon Creek in small multi-tenant office parks (e.g., Sleepy Hollow, Crow Canyon Office Park, Centerpoint, Canyon View Office Park), as well as in medical and legal professional offices along the southern portion of San Ramon Valley Boulevard.

Policy 3.1: Existing automotive service and office businesses should be allowed to remain and expand within the Crow Canyon area.

The Specific Plan recognizes the role that these businesses play in the community, and establishes the Commercial Services/Office district as a land use designation that carries forward many of the

existing provisions of the CS (Service-Commercial) and OL (Limited Office) zoning designations which currently regulate these sites. This designation allows for the existing pattern of commercial service and office uses to remain and be improved within the planning area; it permits a variety of service-commercial uses including automobile sales and services, building materials, contractors' yards, hotels and office uses, and maintains the densities at current levels (i.e., 0.40 FAR maximum).

Policy 3.2: Storage and warehousing shall not be permitted within the area.

Over the past 10 to 15 years, numerous storage and warehousing businesses have located within the Specific Plan area. Because of their growing dominance, and because of their incompatibility with the goal of creating a mixed-use and pedestrian oriented district, no additional storage facilities shall be permitted within the Specific Plan area.

Policy 3.3: The following development standards and design guidelines are aimed at the enhancement of commercial and service-commercial businesses within the area:

Height and Massing: The Commercial Services/Offices District is envisioned as a two- or three-story neighborhood. To that end, the maximum height is 3 floors but no more than 40 feet.

Ground Level Uses: Ground-level building spaces that face public streets should contain uses that generate pedestrian activity and/or provide visual interest to passersby. Where the principal building is set back from the street, the entrance should be clearly apparent from the street and a wide, well-lit path should connect the entrance to the sidewalk without requiring pedestrians to walk between parked cars or along parking-lot aisles. Where

retail-type commercial space is provided, it should be located adjacent to the sidewalk of the principal street and provided with entrances with short and direct connections to the sidewalk.

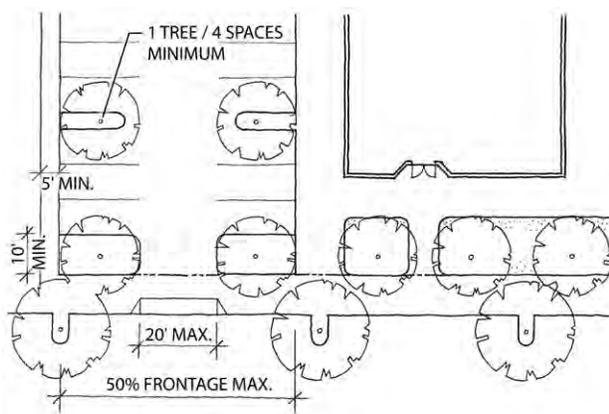
Building Setbacks: To promote a positive pedestrian environment, the principal façade of buildings shall be constructed parallel to the fronting street. The principal entry shall face the fronting street, where feasible. Structures shall be set back at least 10 feet from front and corner side property lines; the 10-foot front and corner side yards shall be landscaped and irrigated. Structures shall be set back 10 feet from rear and interior side property lines.

Ground Level Treatment: Principal building entries and retail spaces should face the streets and should be as transparent as feasible. Windows and doors should have clear, untinted glass. Solid areas should be clad with high grade materials such as stone, tile, precast concrete or quality metal.

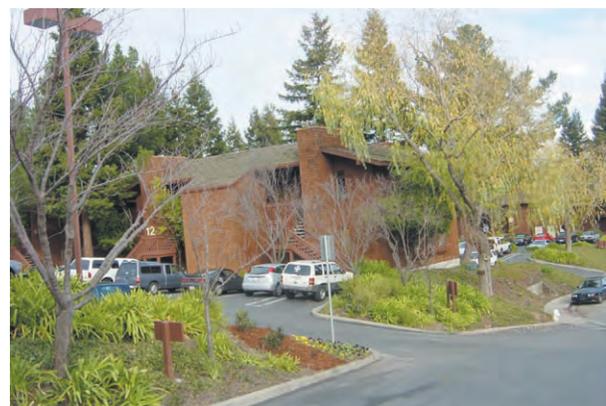
Architectural Treatment and Building Materials: The architectural treatment of buildings within the Commercial Services/Offices District should be high quality, with a high degree of variation

and articulation to create a fine-grained and intimately scaled neighborhood. More specifically:

- **Freestanding Commercial Buildings:** The architectural treatment of freestanding commercial and retail buildings should be varied and articulated to create interest and diversity along public streets. The fenestration above the ground floor should be comprised of “punched” openings within a solid wall, and should be varied and recessed to offer shade and complexity to the building elevation. Parapets and roofs should be designed with decorative elements to provide for additional articulation and interest. All mechanical equipment should be screened from view and architecturally integrated within the roof treatment of the building.
- **Building Materials:** Freestanding commercial buildings should employ quality masonry, stucco or precast concrete. High quality materials (e.g., stone, tile and terracotta) are encouraged as an accent for architectural features (e.g., moldings, cornices, chimneys, etc.) and to provide interest and detail within the view and touch of pedestrians.



Parking access and treatment, San Ramon Valley Blvd.



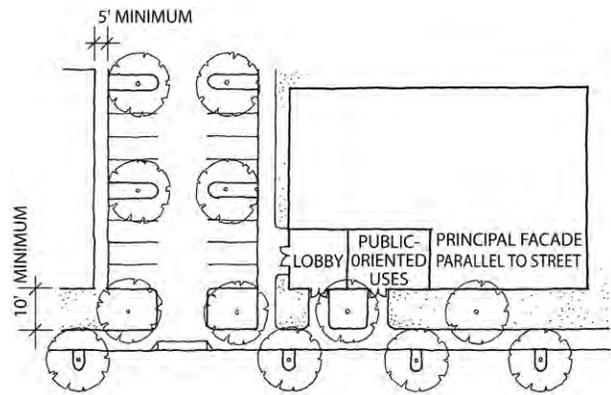
Existing office businesses.

- **Lighting:** New development shall include lighting designed and oriented to confine illumination to its specific site in order to minimize light spillage to adjacent commercial and residential uses, and public open space and recreational areas.

On-Site Open Space: Except where overlain by the Residential Overlay (RO) or Creek Riparian (CRE) districts, the CS/O district does not require on-site open space beyond the landscaped setback requirements described above.

Parking Access and Treatment: Driveways shall be no wider than 20 feet. To the maximum extent practicable, parking lots and structures shall be oriented away from public streets. To create greenery and shade, open parking lots shall be provided with a minimum five-foot wide irrigated planting strip along their perimeter and at least one tree for every four parking spaces, distributed evenly around the perimeter and interior of the lot, and installed and irrigated in minimum six-foot-square pits. Parking structures should be encapsulated and architecturally integrated within the overall design of the mixed-use building, and concealed from view from the San Ramon Valley Boulevard, Old Crow Canyon and Omega Road frontages.

Loading and Service Areas: There shall be no on-site loading or service areas facing Old Crow Canyon Road, San Ramon Valley Boulevard, Omega Road or Crow Canyon Road. Whenever feasible, loading docks and service areas shall be fully enclosed in buildings, but in all cases shall be fully screened from public streets.



Building setback and ground level treatment, Commercial Services/Offices District.

Residential Overlay (RO)

OBJECTIVE 4: Allow for multi-family residential and residential mixed-use infill development to occur within designated portions of the Commercial Services/Office (CS/O) district, when livability and compatibility criteria are met.

In recognition of the emerging pattern of residential development immediately west of the Specific Plan area, this overlay district allows for future residential infill and the intensification of underutilized or changing service-commercial properties in a way that minimizes impacts on existing businesses and leads to the creation of a cohesive mixed-use district of the highest quality. Residential development will be allowed, subject to livability conditions intended to mitigate potential conflicts between the new residential development and existing non-residential uses.

Policy 4.1: Residential infill development should be limited to sites that are 1.5 acres or greater.

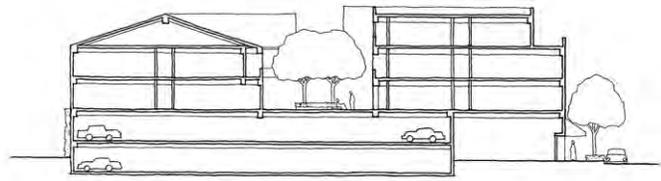
Residential development will be allowed on assembled sites greater than 1.5 acres, subject to livability conditions intended to mitigate any

potential conflicts between the new residential development and existing non-residential uses. The minimum lot size is intended to provide adequate space for medium-to-high density residential development with interior parking and to leave space for setbacks, walls and landscaping to buffer adjacent non-residential uses. Proposed residential projects shall be required to: introduce sound proofing of units in compliance with the City's noise ordinance, provide sound buffering of required private and common open space, and to comply with the development standards and design guidelines set forth below. The maximum density of development in the Residential Overlay district is 35 units per acre¹ or 1.25 FAR, including any non-residential uses, and a minimum density of 22 units per acre. Ancillary commercial uses are allowed on the ground floor up to a maximum of 0.40 FAR.

Policy 4.2: Livability standards should be established to ensure that new housing creates a positive living environment that is sustainable.

Traditionally, multi-family housing has been regarded as entry-level and transitional, with most households typically destined for single-family homes as their incomes rose. In recent decades, rising housing costs, falling household sizes and more leisure-oriented lifestyles have changed the perception of multi-family housing: it is increasingly considered appropriate for all life-stages. As such, multi-family housing should be treated the same as single-family housing with respect to livability, including security, privacy, noise, light, ventilation and outdoor space.

The development and design standards and guidelines establish minimum requirements with respect to setbacks, open space and landscaping.



Encapsulate parking structures and screen from view from San Ramon Valley Boulevard, Old Crow Canyon and Omega Road frontages.

The City should review its building code to insure that its noise standards provide adequate protection from noise transmitted through walls and floors and through the air. Builders should design projects to provide adequate security and privacy, while keeping buildings as transparent and welcoming as possible.

Policy 4.3: Compatibility standards should be established to ensure that new residential infill development can comfortably co-exist with adjacent commercial or service-commercial uses.

It is a policy of this Plan, that existing non-residential uses may remain and expand without concern about their impact on prospective residential uses except as required by existing use regulations. It shall be the responsibility of new residential development to provide adequate spacing (or setbacks) from adjacent non-residential uses and to construct walls and landscaping to protect residents from the noise and visual impacts of neighboring businesses.

Policy 4.4: The following development standards and design guidelines are aimed at guiding residential infill development within the Commercial-Services/Office district:

Height and Massing: The maximum height of buildings within the Residential Overlay (RO)



Residential with pedestrian-friendly stoops.

District shall be four stories or 50 feet.

Ground Level Uses: Public-oriented uses that promote sidewalk activity and a pedestrian orientation are encouraged in fronting ground level space adjacent to public streets. Such uses include: ground-level residential with stoop entrances, offices, retail establishments, showrooms, workshops, and other uses approved by the Director of Planning.

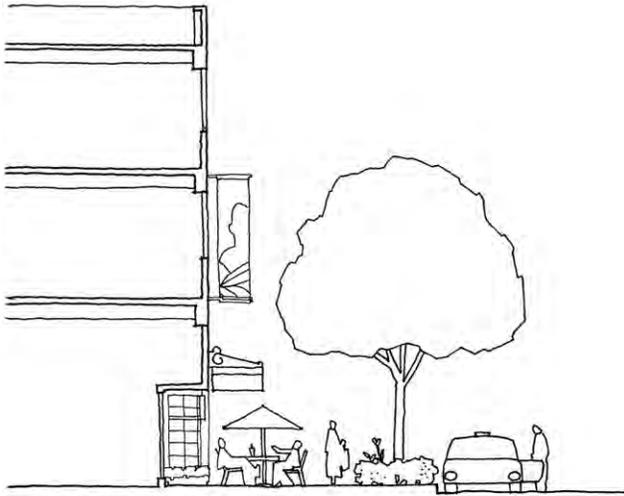
Building Setbacks: Buildings shall be generally oriented to the street, with a minimum setback of 10 feet provided with irrigated landscaping. Minimum rear and sideyard setbacks of 10 feet are required, except that new residential development shall be set back at least 25 feet from interior and rear property lines which abut existing commercial and service-commercial uses. Parking structures or decks up to 20 feet in height, and encapsulated within a mixed-use residential building, may be constructed within 10 feet of a rear or side property line that is adjacent to an existing commercial or service-commercial use.

Ground Level Treatment: Ground level lobbies and residential units should be as transparent and welcoming as privacy and security allow. The

finished floor elevation of ground floor housing units should be no more than 36 inches above the adjacent sidewalk to promote a positive relationship between residents and neighbors. Where provided, ground-floor commercial spaces should be designed as an integral part of the mixed-use building, but should also be articulated as distinct parts of those building façades, with materials and treatments that offer visual interest to the pedestrian. Materials along storefronts should be carefully selected to be of a high quality and appropriate to the pedestrian realm. The use of materials such as stone, tile, masonry and terracotta, which are pleasant to the touch and offer color and variation, is encouraged.

Architectural Treatment and Building Materials: The architectural treatment of buildings within the Residential Overlay district should be high quality, with a high degree of variation and articulation to create a fine-grained and intimately scaled neighborhood. More specifically:

- **Articulation of Building Plane and Silhouette:** Multi-family residential buildings should avoid the appearance of monolithic projects. Individual units and/or clusters of units should be clearly expressed through overall massing and roof treatment, as well as changes in building plane, colors and/or materials. The use of sloping roofs, dormers, gables, balconies, bay windows, chimneys, etc., is encouraged to achieve this variety and articulation.
- **Frequent Changes in Façade Treatment:** In order to create a lively street frontage, residential buildings should have a maximum perceived length of 125 feet to discourage long and monotonous façades. The façades should be further modulated at intervals of approxi-



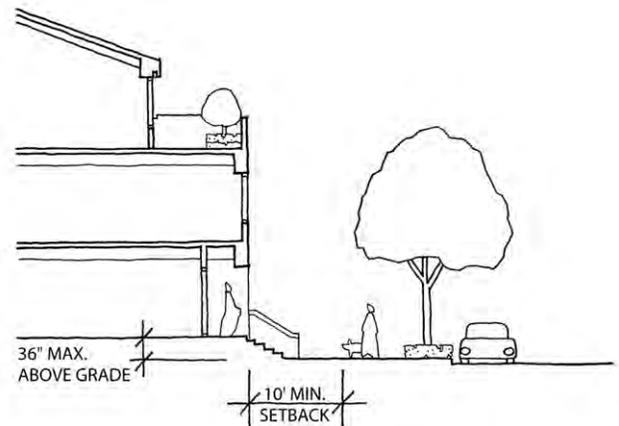
Shops, restaurants and workshops on Old Crow Canyon and Omega Roads.

mately 50 feet and, whenever possible, should be broken down into smaller discrete elements. Devices such as floor level variation, fenestration changes, and the introduction of architectural elements (belt courses, moldings, cornices, pediments, etc.) are strongly encouraged.

- **High Quality Window Treatments:** Fenestration of all multi-family residential buildings should employ a “punctured wall” treatment, with high quality window casings that are recessed from the building face to provide shade and detail.
- **Articulated Roof Treatment:** Roofs should be treated as a distinct architectural element of the building façade. Pitched and gabled roofs, and projections such as cornices and brackets, are recommended to create a distinctive building silhouette. Mechanical equipment should be concealed from view through roof design that is architecturally integrated with the remainder of the building.

- **Building Materials:** High quality clapboard wall treatments, precast concrete, brick and stucco are considered appropriate for multi-family residential development. High quality materials (e.g., stone, tile and terracotta) are encouraged as an accent for architectural features (e.g., moldings, cornices, chimneys, etc.) and to provide interest and detail within the view and touch of pedestrians.
- **Lighting:** New development shall include lighting designed and oriented to confine illumination to its specific site in order to minimize light spillage to adjacent commercial and residential uses, and public open space and recreational areas.

On-Site Open Space: Each residential unit within the RO district shall provide at least 50 square feet of private open space (25 square feet for a studio unit) in the form of a patio, terrace or balcony, sized so that no dimension within the space is less than five feet. Common area open space accessible to all residents (e.g., courtyards, pool terraces, gardens, etc.) shall also be provided with a minimum of 100 square feet of common space for each residential unit. Up to 50% of the units may transfer their private open space requirement to increase the total area of the common space.



Ground-floor housing.

Parking Access and Treatment: No more than 50 percent of the frontage for the first 50 feet of depth of any parcel facing Omega or Deerwood Roads shall contain parking, and no parking will be permitted within the front yard setback area. Driveways shall be no wider than 20 feet. To create greenery and shade, open parking lots shall be provided with a minimum five-foot wide irrigated planting strip along their perimeter and at least one tree for every four parking spaces, distributed evenly around the perimeter and interior of the lot, and installed and irrigated in minimum six-foot-square pits. Parking structures should be encapsulated and architecturally integrated within the overall design of the building, and concealed from view from the Omega or Deerwood Road frontage.

Loading and Service Areas: There shall be no on-site loading or service areas facing Omega or Deerwood Road. Whenever feasible, loading docks and service areas should be fully enclosed in buildings, but in all cases shall be fully screened from public streets.

Open Space/Park (OS)

OBJECTIVE 5: Provide open space that can serve the needs of future residents and that improves the image and identity of the Crow Canyon area as a place to live and work.

This district is intended to provide parks and open spaces for the enjoyment of residents and visitors. The Open Space/Park designation is applied to the Redevelopment Agency-owned 1.3-acre lot on the south side of Old Crow Canyon Road, the 1.2-acre lot that must be acquired to build the Twin Creeks Drive extension, and the narrow 0.9-acre lot between San Ramon Valley Boulevard and I-680.

Policy 5.1: Improve Redevelopment Agency-owned land adjacent to Old Crow Canyon Road and San Ramon Creek and as a public open space that links to a hiking and bicycling trail system along San Ramon Creek and its tributary.

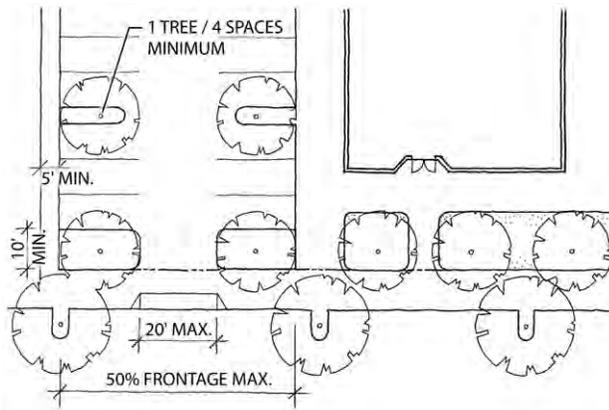
The Old Crow Canyon Road site accommodates the new Twin Creeks Drive bridge and provides open space and pedestrian links to trails along San Ramon Creek and its tributary. After deducting 0.6 acres for the right-of-way of the Twin Creeks Drive extension, the park will contain 1.7 acres, much of which is in the channel and steep banks of San Ramon Creek. The Parks and Community Centers section, below, describes the park at its connections to the trail system in detail.

Policy 5.2: Design the Twin Creeks Drive extension in a manner that maximizes open space opportunities.

Construction of the Twin Creeks Drive extension will involve the acquisition of a larger site than required for the right-of-way. The land not required for the roadway and bridge slopes steeply down to San Ramon Creek. Only a small area on the south bank is flat but it is isolated. The excess land will be planted with native plant materials to function as wildlife habitat and a visual amenity. Fencing may be required to secure the area and protect wildlife; the fence material should be as transparent and unobtrusive as possible.

Policy 5.3: Improve San Ramon Valley Boulevard site as a visual enhancement to the City's north-west gateway.

Because of its location and configuration, this site is too narrow and noisy to be used as recreational space. The existing landscaping, while tastefully



Parking access and treatment, Deerwood Road

done, has not been well maintained and is in need of renovation. It should be landscaped and maintained as a visual amenity and as a buffer to I-680. Improvements are included in the budget for beautification of San Ramon Valley Boulevard.

Creek Riparian Overlay (CRE)

OBJECTIVE 6: Preserve the natural resource value of San Ramon Creek and its tributary, while enhancing the riparian corridor as a linear recreational and open space resource.

San Ramon Creek and its northern tributary constitute an important feature within the area but one that is largely buried within private properties. The Specific Plan calls for enhancing the creek as part of a recreational and open space system that will link the Village Center with areas to the south, including the planned City-owned park on the south side of Old Crow Canyon Road. The creek has the potential to provide residents and workers with a major amenity in an area that is otherwise devoid of public open space.

This overlay district is intended to provide parks and open spaces for the enjoyment of residents and visitors, and to protect and enhance the

riparian corridor of San Ramon Creek as a recreational and environmental resource. It applies to land within 100 feet to both sides of the centerline of San Ramon Creek and its tributaries.

Policy 6.1: Structures shall be prohibited within 100 feet of the centerline of San Ramon Creek and its tributary. Under no circumstances shall a structure be located midslope or within the 100-year flood plain. Improvement within the setback areas shall be limited to open space and recreation amenities and access roads incidental to achieving effective circulation patterns.

Policy 6.2: Maintain a minimum horizontal buffer zone of at least 25 feet from the outer edge of riparian habitat to prevent general access and active recreation, except for pedestrian paths. The 25-foot buffer zone shall be delineated on its outer edge by a permanent fencing material (as deemed appropriate by the regulating city division) to prevent general access. To the extent feasible, lighting fixtures should be oriented away and downward from the riparian corridor.

Policy 6.3: To preserve and restore riparian vegetation, limit new development to previously disturbed areas. Minimize the removal of protected trees as defined by the City of San Ramon's tree preservation regulations. Revegetate areas disturbed by new development. Revegetation shall include a palette of species native to the watershed area. Following removal, woody trees should be replanted at a minimum 1:1 ratio, or as determined in consultation with applicable permitting agencies.

Policy 6.4: New development should be required to provide public access easements along the creek as well as landscape and trail improvements.

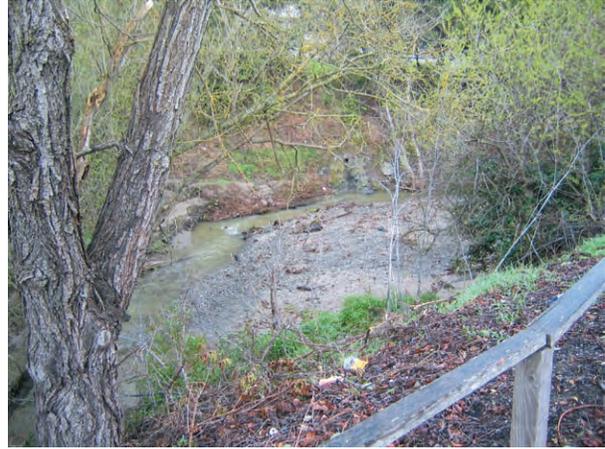
In addition to the above setbacks and buffers, the CRE overlay requires new development in the underlying districts to dedicate and maintain a 30-foot-wide public-access easement along the north bank of San Ramon Creek and its tributary to provide space for a continuous pedestrian pathway system that connects to the Redevelopment Agency-owned site on the west and to street sidewalks on the north and east.

Policy 6.5: Public funds generated from redevelopment should be targeted for creek enhancement and trail improvements on existing properties.

It will be the responsibility of private developers to dedicate and maintain the public-access easement described above, but the cost of the trail, bridges and other public improvements will be covered by public funds. The Implementation chapter sets forth a budget for public improvements.

Policy 6.6: The following standards shall guide improvements within the Creek Riparian Zone.

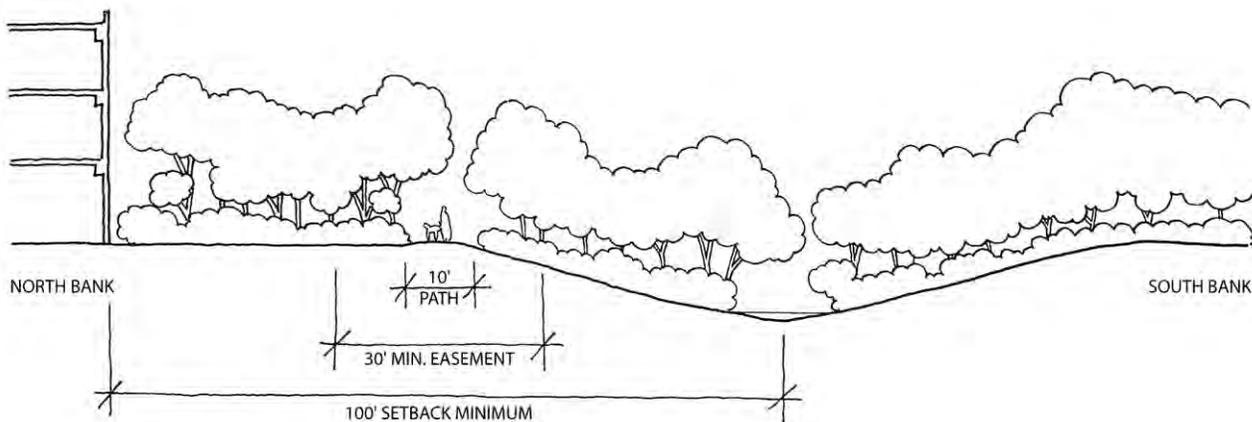
Fencing and Signage: As a natural system and potential wildlife habitat, access should be discouraged into the creek channel and on the steep banks. Low, transparent fencing should



San Ramon Creek.

be provided to deter hikers and bicyclists. Signs should also be posted, as appropriate.

Creek Frontage Treatment: Development on parcels fronting the Creek Riparian Zone (CRE) should orient active ground-level uses such as retail or office towards San Ramon Creek and its tributaries in order to activate the open space and trail system. Doors should be provided between buildings and the Creek Riparian Zone so that occupants can enjoy the amenity. Loading, service uses and blank walls should be avoided. Where parking lots and driveways fall within the Creek Riparian Zone, they should incorporate publicly accessible trails and should be attractively landscaped.



Creek setback and public access easement.

Parking and Loading

The parking and loading requirements of the San Ramon Zoning Ordinance shall apply in the Crow Canyon Specific Plan area, as amended, 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.

Commercial Rehabilitation Loan Program

The majority of properties in the Specific Plan area are well built and well maintained, but the physical condition and appearance of others does not present the quality image needed to attract new investment. A targeted program of building façade and landscape improvements can be particularly helpful to property and business owners who may not have the resources, expertise or time to initiate their own improvements.

OBJECTIVE 7: Improve the appearance and image of existing buildings and on-site landscape in the Specific Plan area to add value and attract new investment.

Policy 7.1: The San Ramon Redevelopment Agency should consider a Commercial Rehabilitation Loan Program for the purpose, among other possible initiatives, of providing assistance to property and business owners to improve their building façades and on-site landscaping. It is estimated that \$5,000,000 over 10 years could provide an appropriate level of assistance in the City of San Ramon Redevelopment Project Area, the bulk of which would be targeted to the Specific Plan area.

5. COMMUNITY FACILITIES

Introduction

The success of residential and commercial development will depend to a great extent upon the ability of public and private sector actions to change the identity and perception of the area through the implementation of well-designed and strategically located parks and community facilities. The purpose of the Community Facilities Element is to identify the needs for public facilities to support planned development and to establish how these will be met within the planning area. The following community facilities are called for by the Specific Plan:

Parks and Community Centers

OBJECTIVE 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 tenants.

San Ramon Creek and its tributary are the principal natural system and dominant visual feature in the Plan area. The Sleepy Hollow offices use the stream banks as a visual and passive recreation opportunity, but most other development in the area turns its back on the creeks. The intent of the Specific Plan is to take advantage of the open space and recreational opportunities of the creeks by relating new development to the creeks in a positive way and providing better pedestrian and bicycle access to and along the creeks.

Policy 1.1: In conjunction with development of the Twin Creeks Drive extension project, develop a small neighborhood park on Redevelopment Agency-owned land on the south side of Old Crow Canyon Road.

The San Ramon Redevelopment Agency currently owns 1.3 acres of land on the south side of Old Crow Canyon Road. The new Twin Creeks Drive extension will require acquisition of a 1.2-acre site, about 0.6-acre of which will be required for right-of-way. The remaining 1.7 acres should be 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 trail system on the north banks of San Ramon Creek and its tributary. Figure 5-1 illustrates a design concept for the park.

The site at the northwest corner of Crow Canyon Road and the Twin Creeks Drive extension 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 on the west side of the Twin Creeks Drive extension 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. Fencing may be required to secure the area and protect wildlife; it should be as transparent and unobtrusive as possible.

Policy 1.2: Require, as a condition of development, public access easements along San Ramon Creek and its tributary for the implementation of



FIGURE 5-1
SAN RAMON CREEK NEIGHBORHOOD PARK ILLUSTRATIVE PLAN

a continuous trail system connecting the community park with the Village Center.

Developments should provide a 30-foot-wide public access easement within the 100-foot creek setback area. A 10-foot-wide trail, sufficient for bicycles and maintenance vehicles, should generally follow the edge of the creek, and sections should be stubbed out where future development can logically continue the trail. The balance of the easement should be improved with landscaping of plant materials suitable for the creek setting. Benches and picnic tables should be provided, as appropriate. 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's public improvement budget.

Policy 1.3: Design improvements to protect the natural resources and wildlife habitat of the riparian zone.

The Creek Riparian Zone (CRE) provides a natural riparian corridor with heavy planting and abundant wildlife. Structures are not permitted within 100 feet of the creek centerline. Parking lots, roads and driveways should have the minimum paved surface necessary, with the balance of the area landscaped to expand the natural corridor.

OBJECTIVE 2: Develop a community meeting space in the Village Center.

Policy 2.1: Incorporate a community meeting facility as part of any affordable housing project that is developed on Redevelopment Agency-owned property.

Such a meeting facility should have an occupancy of at least 50 people, typically 750 square feet plus service areas and restrooms.

Schools

Because of the lower student generation rate of higher density residential development, the Crow Canyon Specific Plan does not contemplate new schools in the planning area. Instead, new residential development will send students to schools elsewhere in the San Ramon Unified School District.

OBJECTIVE 3: Provide adequate public schools for residents of the Crow Canyon Specific Plan area.

The 735 units of housing planned for the Crow Canyon Specific Plan area will generate K-12 students, most of whom are expected to attend public schools in the San Ramon Unified School District. The numbers are not sufficient to require new schools, and the school district has no plans to construct schools in the Specific Plan area. Instead, students will need to be accommodated in existing schools outside the Plan area.

Policy 3.1: Contribute school impact mitigation fees.

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

Child Care

While the Crow Canyon Specific Plan does not mandate new day care facilities in the planning area, there may be the demand and opportunities in new residential development or large employment facilities.

OBJECTIVE 4: Make child care facilities and services available to residents and employees of the Crow Canyon Specific Plan area.

Policy 4.1: Explore the feasibility of incorporating child care facilities and services into any affordable housing project that is developed on Redevelopment Agency-owned property.

By code, child care facilities have specific indoor and outdoor space needs that can be difficult to incorporate into larger projects. When negotiating development agreements with affordable housing developers, the City should investigate the feasibility of incorporating child care facilities and services.

Policy 4.2: Explore the feasibility of incorporating child care facilities and services into any new or expanded large-scale office buildings and other employment centers.

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.

Fire Protection

OBJECTIVE 5: Insure that the Specific 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 project 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 is prepared to accommodate the Specific 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 5.1: 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.

6. CIRCULATION

Introduction

This chapter of the Specific Plan describes the program of transportation improvements that both supports and encourages new development within the Crow Canyon Specific 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 internal streets are inadequate for the planned development and the overall network needs beautification like that at the San Ramon Valley Boulevard gateway on the Danville town limits. To mitigate traffic impacts and serve the needs of the transit-dependent, the Specific Plan also calls for improvements to transit service, bicycle and pedestrian facilities and transportation demand management programs. 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 community of the City.

Transit Improvements

OBJECTIVE 1: Provide for the transportation needs of the transit-dependent, and reduce the impacts of vehicular circulation on traffic, parking, air pollution and noise (Figure 6-1).

Policy 1.1: Provide for expanded shuttle service.

The County Connection and the Bishop Ranch shuttle currently link San Ramon’s major employment centers (e.g., Bishop Ranch) with regional transit facilities (e.g., Dublin BART station,

Pleasanton ACE station, Walnut Creek BART station), but current transit service to and within the Plan area is limited. As the Crow Canyon Specific Plan area develops, there will be increasing need for transit service of all types to ease congestion and serve people who are transit-dependent. The City should work with the Central Contra Costa Transit Authority and major employers to provide shuttle service between the Plan area and major employers and transit nodes.

Policy 1.2: Improve transit service in the Crow Canyon Specific Plan area.

The Crow Canyon Specific Plan area is planned to include significant numbers of affordable housing units. Studies have shown that lower income households own fewer cars and have a resulting need for transit and alternative transportation modes. 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. As routes and bus stops are located, streetscape improvements should incorporate bus turnouts and shelters.

Vehicular Circulation

Although, the Plan recognizes that automobiles will continue to be the dominant transportation mode in the Plan area, it calls for streets to be designed not only to mitigate future impacts, but to enhance and structure the public environment. Streets are the “connective tissue” of our modern communities. In addition to their role as movement corridors, they should also be seen as public

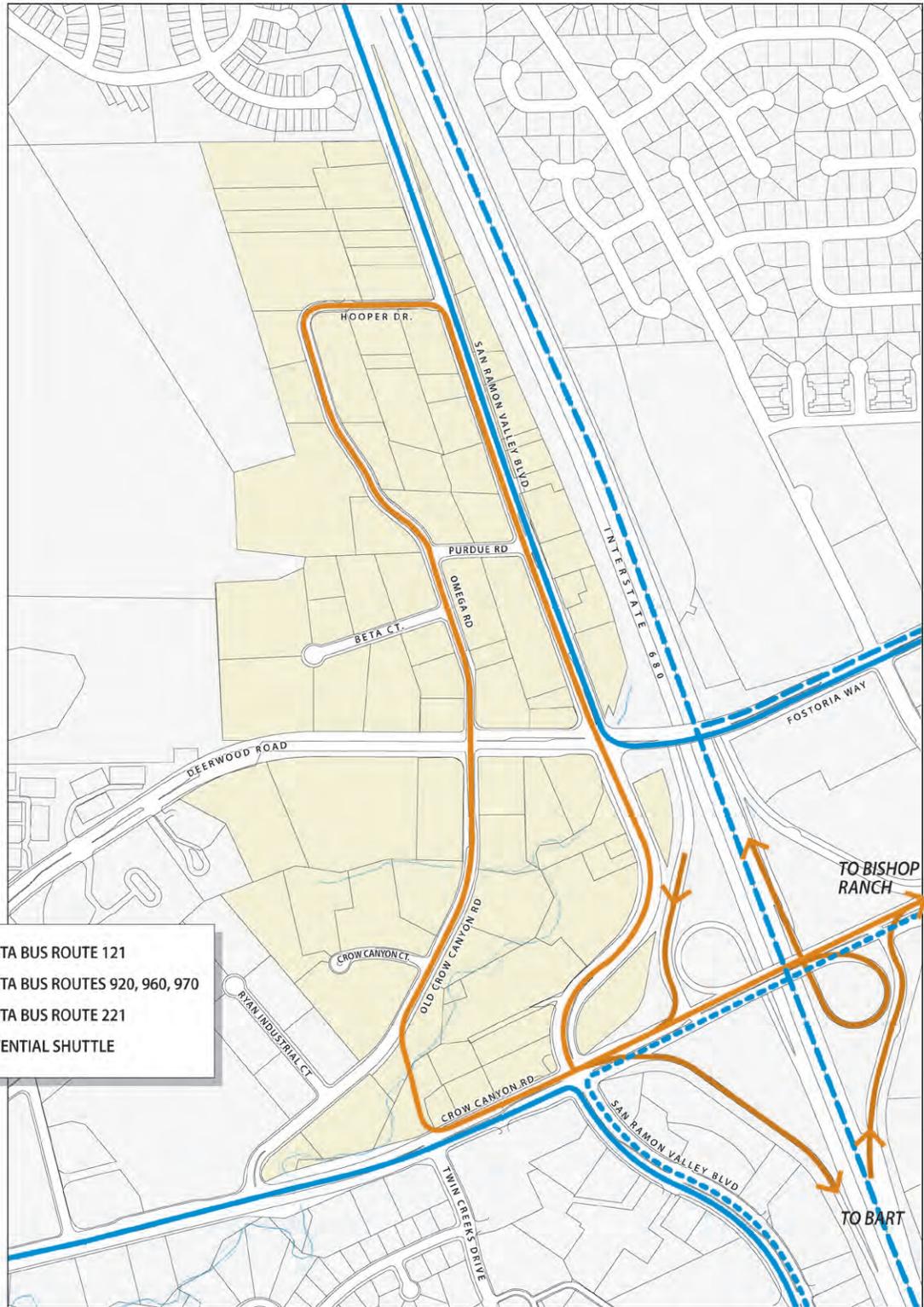


FIGURE 6-1
TRANSIT

spaces that provide a strong sense of place and orientation and contribute to the social life of a community. Streets within the Plan area should be designed as pedestrian-friendly urban places that promote activity throughout the day and evening, and as places that promote social interaction and a strong sense of community.

OBJECTIVE 2: Provide a system of vehicular circulation within and around the Crow Canyon Specific Plan area that strengthens the existing roadway network and balances the need for through movement with livability and pedestrian orientation (Figure 6-2).

The program of roadway improvements recommended by the Crow Canyon Specific Plan maintains and reinforces the existing pattern of streets by adding links and widening narrow rights-of-way. The streets inside the Plan area are viewed not only as facilities within which to move traffic, but as critical components of the area's pedestrian system and key elements in establishing the livability and identity of the area. Traffic improvements have been carefully balanced to ensure that vehicular through movement is not provided at the expense of livability and a pedestrian-friendly environment, and that the pedestrian orientation of the district is maintained.

Policy 2.1: Extend Twin Creeks Drive northward across Crow Canyon Road and San Ramon Creek to Old Crow Canyon Road as a two-lane collector street to enhance local vehicular, pedestrian and bicycle circulation.

The General Plan calls for the Twin Creeks Drive extension to relieve the southernmost stretch of Old Crow Canyon Road and its intersection with Crow Canyon Boulevard, and to provide a direct link between the Plan area and the Twin Creeks

area to the south. As the extension crosses San Ramon Creek about 25 feet above the stream, care will need to be taken in the design and construction of the bridge in order to avoid negative impacts on the flood plain and riparian corridor.

Policy 2.2: Enhance Old Crow Canyon Road, Omega Road and Hooper Drive as a single two-lane collector street with generous provision for sidewalks, landscaping and other pedestrian amenities (Figure 6-3).

Policy 2.3: Establish plan lines that require dedication of additional right-of-way as necessary.

Old Crow Canyon Road, Omega Road and Hooper Drive are the spine of the Village Center and need to complement the pedestrian-oriented development with adequate but safe circulation, on-street parking and broad sidewalks. Portions of these streets are narrow and have substandard or no sidewalks. Together, these two policies are necessary to provide a continuous, high-grade internal circulation route that satisfies the complementary objectives of efficient circulation and a comfortable and safe pedestrian experience.

The City shall undertake civil and traffic engineering studies to fix the alignment and right-of-way of Old Crow Canyon Road, Omega Road and Hooper Drive as a consistent 70-foot right-of-way. Property owners shall dedicate the necessary right-of-way fronting their property as a condition of new development.

Policy 2.4: Provide for the extension of Purdue Road into the Northwest Specific Plan area.

The Purdue Road extension will be an important link providing access to the Northwest Specific Plan area. It will also benefit the Crow Canyon

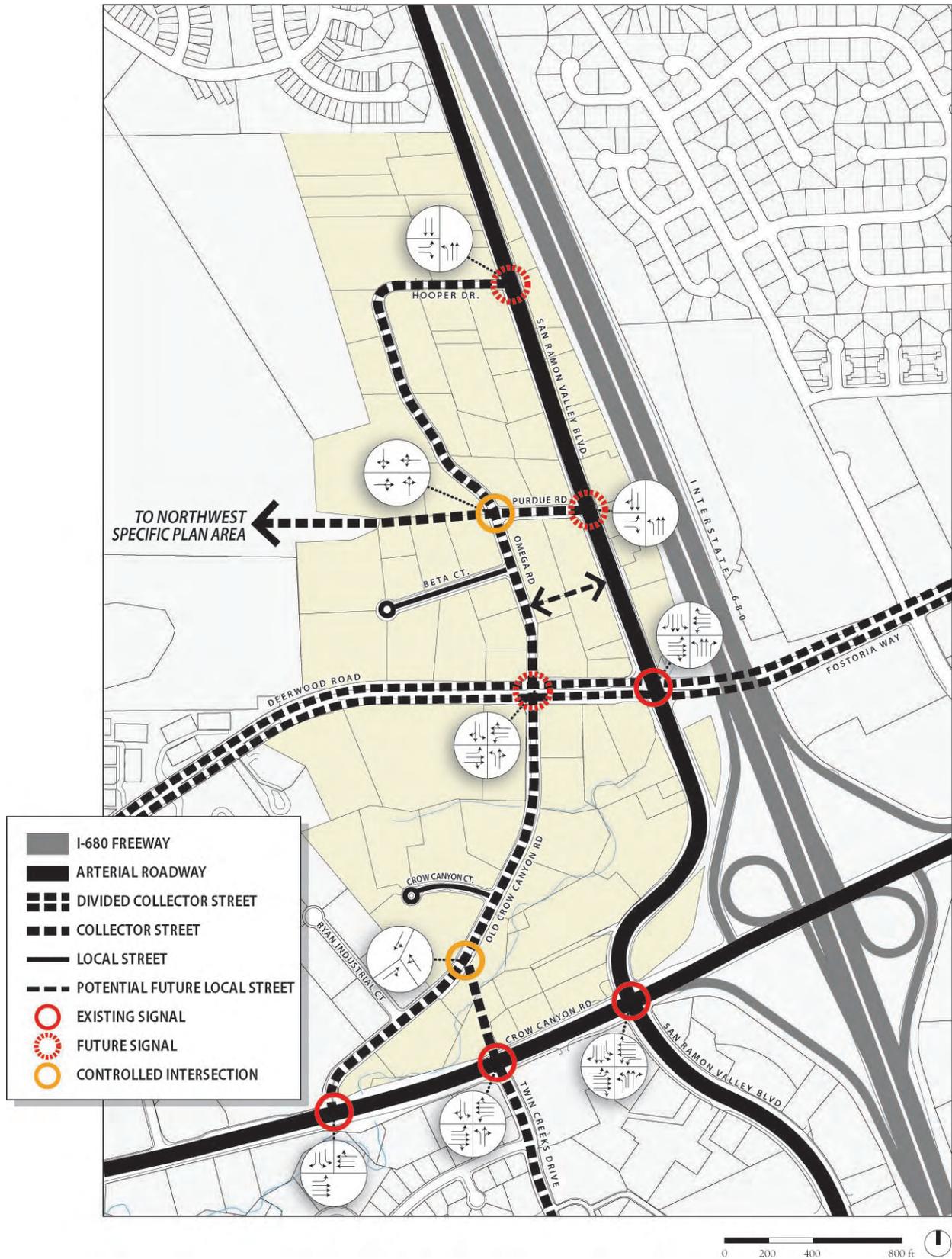


FIGURE 6-2
ROADWAYS

Specific Plan area by bringing numerous Northwest residents to the Village Center to bolster demand for retail and other services. Plans for the Northwest Specific Plan area show a two-land road in a 68-foot right-of-way with parking and Class II bike lanes on both sides. It will be the responsibility of the Northwest Specific Plan to design the extension and acquire and develop required right-of-way.

Policy 2.5: Mitigate the traffic impacts of new development by assessing impact fees for signalization and lane reconfiguration.

As described in the Crow Canyon Specific Plan Environmental Impact Report, new development will have significant impacts on intersections in and near the Plan area. The Mitigation Monitoring and Reporting Program of the EIR identifies signal and lane improvements at specific intersections and assigns responsibility for the cost to the new development. As new projects are processed and approved, they will be assessed impact fees, and the City will undertake the required improvements.

Parking

Adequate parking is essential to the success of both commercial and residential land uses, but improperly handled, it can have a negative impact on the pedestrian-friendly environment that the Specific Plan promotes. Studies have shown that car ownership and use are less in higher-density, mixed-use areas because many trips can be made by foot or bicycle. Combined with parking management, such as shared parking, mixed-use development can reduce the amount of land devoted to parking with environmental and aesthetic benefits.

OBJECTIVE 3: Provide adequate parking for new land uses.

San Ramon has some of the highest parking requirements in the Bay Area, and there is some evidence that more parking is provided than required, particularly where alternative transportation modes are available. 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. Excessive parking also can interrupt the continuity of the pedestrian experience—essential for a successful pedestrian-oriented business district—by requiring blank walls in structures or wide gaps between buildings.

Policy 3.1: Reduce parking standards for affordable and multi-family housing, in keeping with actual demand.

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.

Policy 3.2: Encourage the creation of shared public parking facilities within the Village Center area to support commercial uses along Old Crow Canyon Road.

A portion of San Ramon's parking requirements for residential land uses are intended to serve visitors. As visitor parking demand tends to peak when shops and businesses are closed, the Specific



Omega Road looking north.

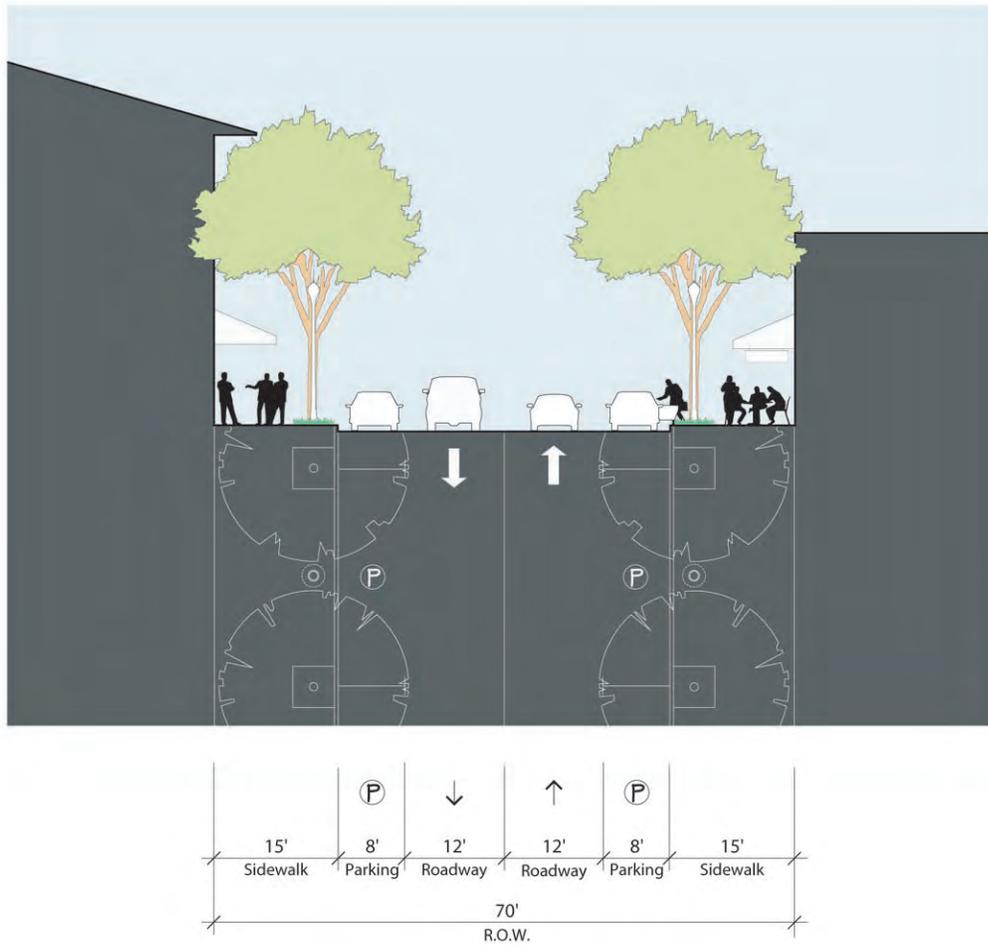


FIGURE 6-3
STREET CROSS-SECTION: OLD CROW CANYON AND OMEGA ROADS



San Ramon Valley Boulevard looking south.

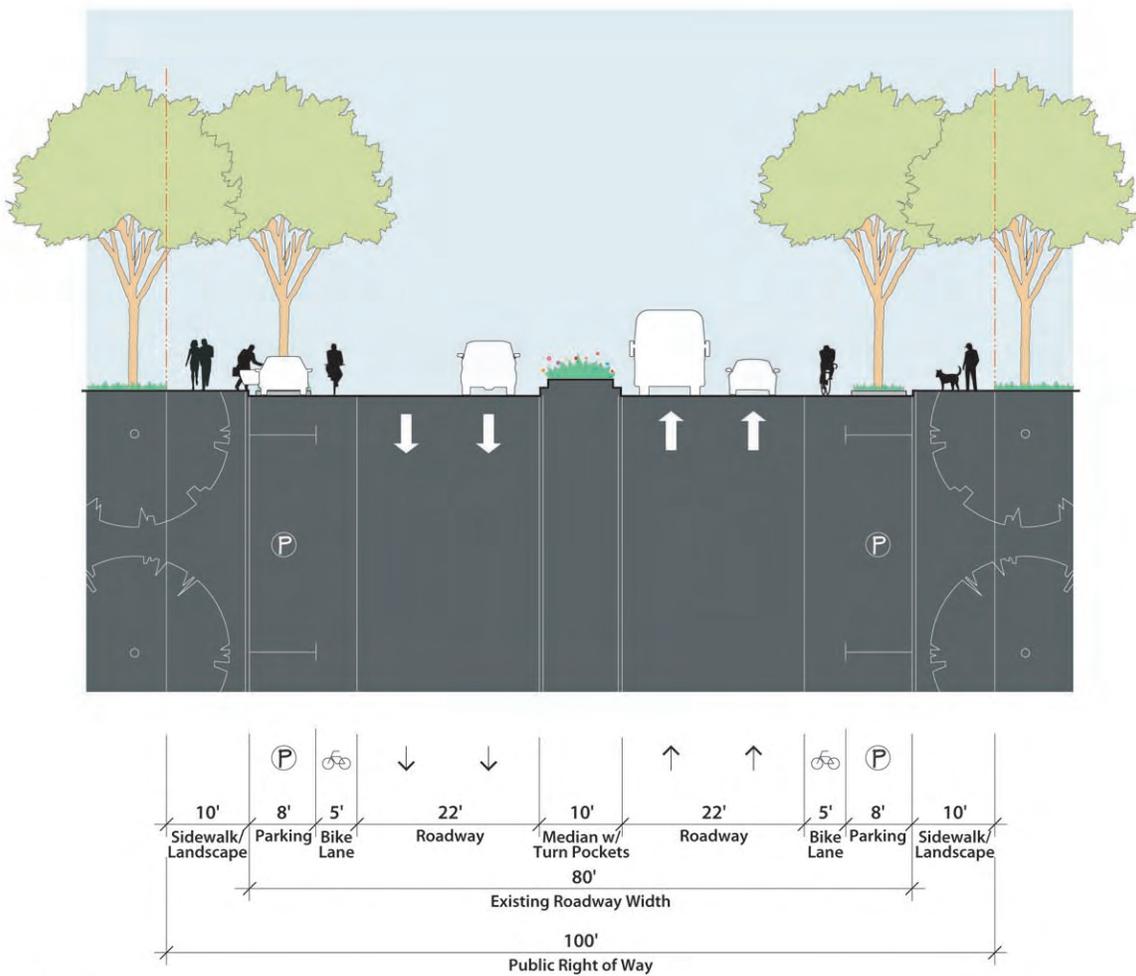


FIGURE 6-4
STREET CROSS-SECTION: SAN RAMON VALLEY BOULEVARD

Plan allows mixed-use projects to use a portion of their commercial parking for residential visitors.

Policy 3.3: 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. Policies for the various zoning districts require parking lots to be set back and limit their frontage along public streets; policies also require that parking structures be encapsulated or screened with pedestrian-oriented uses, such as shops and building lobbies. Where functional reasons require lots and structures to front sidewalks, they should be set back and screened with landscaping.

Policy 3.4: Maximize on-street parking, particularly in the Village Center, by limiting 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 pedestrian-oriented business districts like the Village Center along Old Crow Canyon and Omega Roads. Policies in the Land Use and Urban Design chapter of the Specific Plan restrict curb-cuts and driveways in the Village Center and elsewhere where continuity of the pedestrian experience is critical.

Roadway Design and Pedestrian Circulation

Roadways and sidewalks — together called “streetscape” — are the dominant public space in the Crow Canyon Specific Plan area. More than the buildings and their site improvements, the condition and appearance of roadways and sidewalks sets the image of the district: whether it is attractive or unattractive, green or bare, well maintained or neglected. Also, wide, attractive and well-maintained sidewalks are critical to the success of pedestrian-oriented business districts and are essential components of a pedestrian circulation system.

OBJECTIVE 4: Improve roads and sidewalks to provide efficient, safe and attractive circulation in the Crow Canyon Specific Plan Area.

San Ramon 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 Specific Plan calls for additional improvements to beautify the district.

Policy 4.1: Undertake streetscape and landscape improvements along arterial and collector streets to beautify both the pedestrian and visual environment.

The public improvement program of the Specific Plan calls for a Façade and Landscape Improvement Program which targets streetscape beautification improvements throughout the Plan area and provides loans for commercial façade rehabilitation and upgrades. On Old Crow Canyon Road, Omega Road and Hooper Drive, beautification is coupled with street dedication and widening improvements.

Policy 4.2: Provide adequate and attractive sidewalks for pedestrians and business-related activities.

Sidewalks should be provided along both sides of all roads within the Specific Plan area, including 15-foot-wide walkways along Old Crow Canyon and Omega Roads within the Village Center. In the Village Center, outdoor seating and merchandise displays may encroach up to five feet into the sidewalk area; any additional space should be accommodated in setback areas. (See Figure 6-3).

Policy 4.3: Incorporate tree wells into the parking lane of Old Crow Canyon Road (in South of the Creek area) 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.

A double row of street trees can dramatically enhance the appearance of a street, but sidewalks are often not wide enough to accommodate them. To avoid widening streets and sidewalks, the Specific Plan recommends that the second row of trees be provided in the parking lanes of at least two streets. While a few on-street parking spaces are lost, placing trees nearer the center of the street visually narrows the street space and makes it



Streetscape with wide attractive sidewalks.

possible for mature trees to form a canopy shading the street.

Bicycle Circulation

OBJECTIVE 5: Maintain and expand a system of bikeways and trails as an alternative transportation mode and recreation opportunity.

The General Plan states: “Bicycling and walking are key elements of San Ramon’s circulation system. The City has an extensive network of bike-ways, sidewalks, and trails that enhance neighborhood accessibility and help to reduce reliance on the private automobile.... It is the City’s goal to provide and maintain a safe and comprehensive bicycle and pedestrian system that connects all parts of the City.”

The General Plan includes three policies that are directly relevant to the Crow Canyon Specific Plan area:

5.6-1-1: Establish a network of on- and off-roadway bicycle routes to encourage their use for commute, recreational, and other trips. Improve and expand bicycle routes for commuters in San Ramon. The design of bike routes shall consider the safety of cyclists.

5.6-1-2: Develop bicycle routes that provide access to schools and parks.

5.6-1-3: Emphasize the Iron Horse Trail as a major north-south route for non-motorized transportation.

The Iron Horse Trail follows the former Southern Pacific right-of-way. The East Bay Regional Park District plans a Class I bike route linking Martinez with the Alameda/Santa Clara County line along

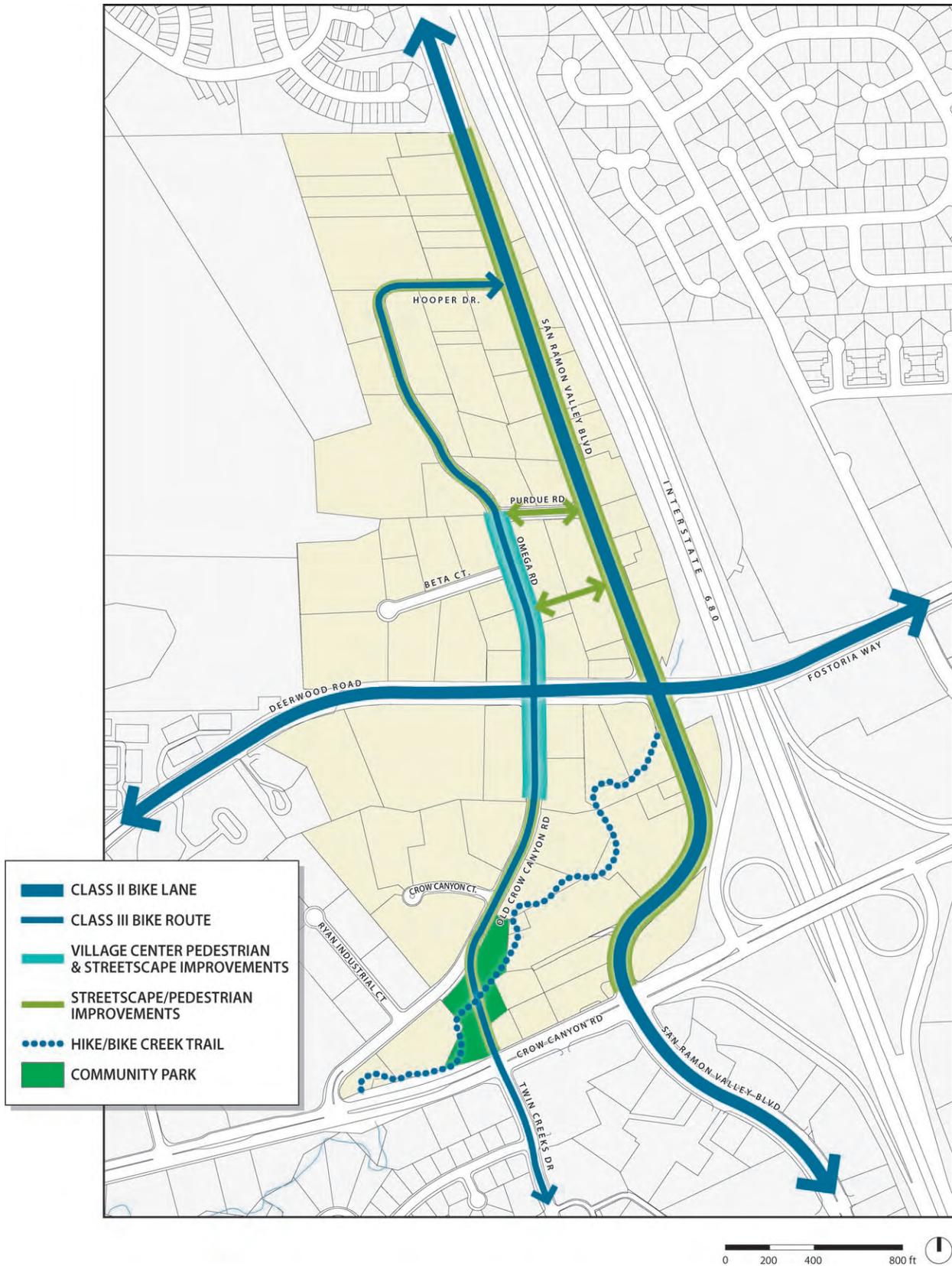


FIGURE 6-5
BIKE AND PEDESTRIAN CIRCULATION

the trail. From the Crow Canyon Specific Plan area, it is about one-half mile to the Iron Horse Trail via Fostoria Way or Crow Canyon Road.

Policy 5.1: Maintain the system of Class II bikeways along San Ramon Valley Boulevard, Fostoria Way and Deerwood Road.

A Class II bikeway is a separate, marked lane for bicycles alongside vehicular traffic, typically between the outside travel lane and the parking lane or curb. The streetscape beautification improvements of San Ramon Valley Boulevard, Fostoria Way and Deerwood Road should incorporate the necessary lane width, lane markings and signage to maintain the existing bikeways along these routes. (See Figure 6-5.)

Policy 5.2: Establish a Class III bikeway linking Twin Creeks Drive to San Ramon Valley Boulevard via the Twin Creeks Drive extension, Old Crow Canyon Road, Omega Road and Hooper Drive.

Class III bikeways are routes in mixed traffic along designated streets, which have relatively low traffic volumes. They are sometimes identified by pavement markings but more often by signs. Improvement and beautification projects should incorporate the necessary signage on the Twin Creeks Drive extension, Old Crow Canyon Road, Omega Road and Hooper Drive. (See Figure 6-5.)

Policy 5.3: Design the creek trail system with joint-use hiking and bicycle trails.

The creek trail system described in the Parks and Community Centers section requires a 10-foot-wide path, the minimum for a Class I bikeway. Ten feet is wide enough for two bicycles to pass or for bicycles and pedestrians to mix. (See Figure 6-5.)



Bicycle trail.

Policy 5.4: Provide bike parking facilities and bike racks within the Village Center as part of street beautification projects.

As bicycles are often vandalized or stolen, bicyclists need safe and secure parking within close viewing range of their destinations. Simple racks made of pipe work best with the U-shaped locks that bicyclists favor. Streetscape beautification projects, especially in the Village Center, should incorporate bike racks near shop and building entrances in such a way that parked bikes do not block pedestrian access or car doors.

Transportation Systems Management

OBJECTIVE 6: To reduce the need for costly street improvements, utilize Transportation Systems Management (TSM) and Transportation Demand Management (TDM) techniques.

Transportation Systems Management (TSM, also known as Transportation Demand Management or TDM) are methods for more efficiently using the existing transportation infrastructure such as increasing vehicle occupancy and shifting trips away from peak hours. They generally require on-

going management of facilities and programs, but the costs can be significantly less than constructing parking and roads improvements.

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 Centre 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. Bishop Ranch provides shuttles to BART stations in Walnut Creek and Dublin/Pleasanton.

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

Because of its smaller scale, TDM in the Crow Canyon Specific Plan area will necessarily be more modest than Bishop Ranch's, but such measures as preferential parking for carpools and vanpools, transit passes, car-sharing, or lease provisions that limit each unit to one vehicle may be effectively implemented in larger mixed-use projects. Car-sharing has become increasingly popular in California cities, either organized by landlords and homeowners associations or run commercially by organizations such as City CarShare in several Bay Area cities or Flexcar in Los Angeles and San Diego.

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.

Water Supply

OBJECTIVE 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.

The East Bay Municipal Utility District (EBMUD) is the City of San Ramon's water supplier. Water is supplied by the Walnut Creek Water Treatment Plant Reservoir via pipes in San Ramon Valley Boulevard. EBMUD has issued a letter (March 11, 2004) indicating that the demands of the Crow Canyon Specific Plan are consistent with the district's 2020 Water Supply

Management program, but notes that implementation of the Specific Plan should require the project to comply with the City of San Ramon's Ordinance No. 218 (Water Conservation and Landscape Ordinance). EBMUD also seeks to coordinate new development with groundwater storage, recycling and other best management practices. (See Figure 7-1.)

Policy 1.1: Incorporate water conservation and other best management practices into new development in the Crow Canyon Specific Plan area.

As part of the design and development of new projects in the Crow Canyon Specific Plan area, builders shall work with the City of San Ramon to implement Ordinance No. 218 and with the EBMUD to incorporate best management practices.

Policy 1.2: Incorporate water conservation and other best management practices into public improvement projects.

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, the street beautification program and the improvement of the Redevelopment Agency-owned parcel on north San Ramon Valley Boulevard. Plans should incorporate xeriscape techniques, including the use of drought-tolerant species.

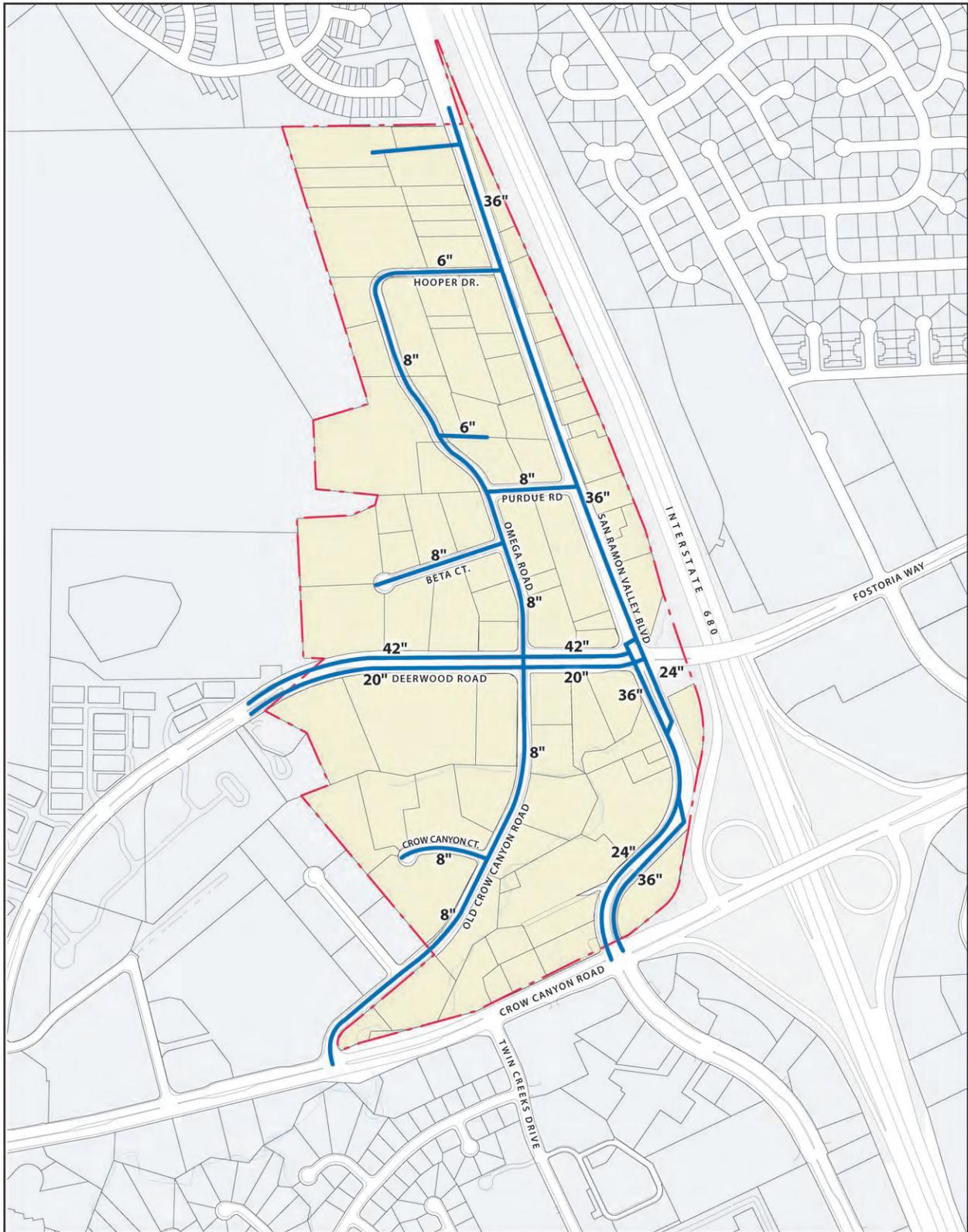


FIGURE 7-1
WATER SYSTEM

Sanitary Sewers

OBJECTIVE 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 2.1: Design projects to avoid stormwater runoff into the sanitary sewer system.

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

Policy 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.

Storm Drainage

OBJECTIVE 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 Overlay.

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 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 3.1: Avoid increase in impermeable surfaces in new development.

Most buildable acreage in the Specific Plan area is already covered with roofs and paving. New development could create additional impermeable surfaces, causing precipitation to concentrate, increase the volume of runoff and possibly aggravating flood hazards. Minimizing pavement and

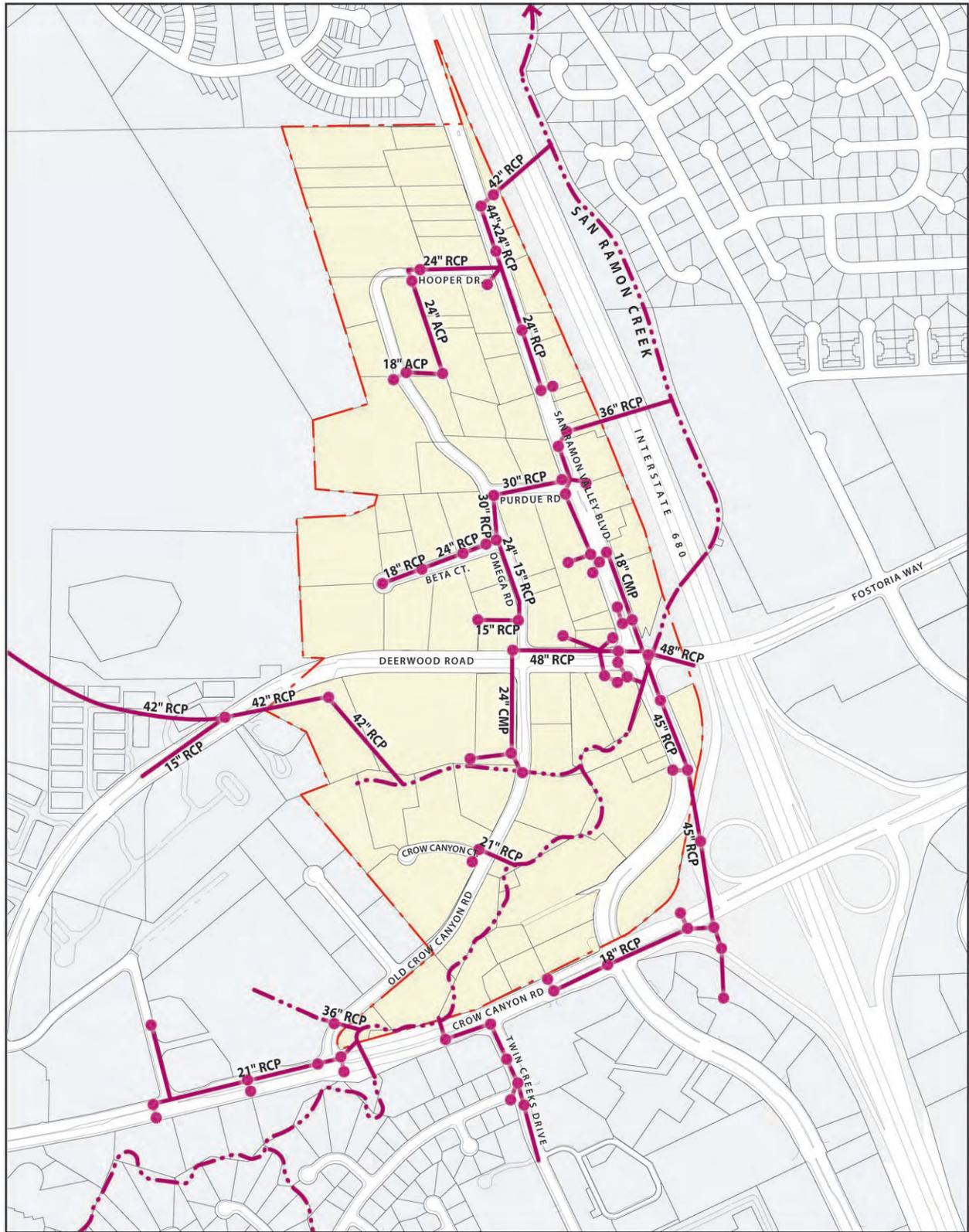


FIGURE 7-3
STORM DRAINAGE



maximizing landscaping and permeable surfaces would reduce runoff and avoid impacts on drainage capacity or flooding.

Policy 3.2: Control and treat runoff from construction sites.

The Contra Costa Clean Water Program 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.

Solid Waste Disposal

OBJECTIVE 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.

Valley Waste Management (VWM) is the solid waste collector for the City of San Ramon. VWM transports solid waste to the Vasco Road Sanitary Landfill in Livermore via the San Leandro transfer station. There is adequate capacity in the landfill until 2015.

The City operates the San Ramon Recycling Center on the west side of Omega Road between Deerwood Road and Beta Court in the Specific Plan area. The planned catalyst residential mixed-use project will require relocation of the Recycling Center.

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

Residential development typically generates more solid waste than commercial land uses; implementation of the Specific Plan is expected to increase the amount of solid waste generated in the Specific Plan area. As the City has recently fallen below the required 50 percent diversion rate, residents of new development should be encouraged to maximize recycling by providing conveniently located and easily-to-use recycling facilities.

Policy 4.2: Recycle reusable construction materials.

Require contractors to segregate recyclable construction-related solid waste, such as concrete, asphalt, metals and wood.

Energy

OBJECTIVE 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.

Pacific Gas and Electric (PG&E) provides electric power and natural gas to customers in San Ramon. 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 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 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 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 to participate in energy efficient programs and to employ state-of-the-art technologies and techniques in the construction of buildings and in the design of electrical and mechanical systems.

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:

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

Workforce Housing Policy

Policies of the General Plan (Land Use and Housing elements), Crow Canyon Redevelopment Plan, and the City's Affordable Housing Density Bonus 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 more than 10 housing units shall provide Below Market Rate (BMR) units through new construction and the payment of in-lieu fees. A minimum of 25 percent of the total number of units (excluding any bonus units) shall be very-low-income, low-income or moderate-income, of which at least 15 percent shall be built by the developer; the developer shall contribute in-lieu fees for the balance. Affordability shall be controlled for 50 years.

The BMR units shall meet one of the following income distributions:

1. At least 10 percent very-low income and up to 15 percent low income or moderate income.
2. At least 20 percent low income and up to 5 percent moderate income.
3. Condominiums only: At least 25 percent moderate income.

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 with the General Plan and Other Applicable Laws

Consistency with the General Plan

The Specific Plan is generally consistent with the 2020 General Plan's land use diagram, objectives and policies, but varies in its details in order to create appropriate incentives. Concurrent with adoption of the Specific Plan, the General Plan is amended for consistency.

Land Use Diagram: The land use diagram of the General Plan designates the whole Crow Canyon Specific Plan area as "Mixed-Use (FAR 0.70), Includes Residential (FAR 0.35)." The land use diagram of the Specific Plan divides the area into four districts and two overlays, and permits mixed uses in the Village Center Mixed-Use (VCMU) and Residential Overlay (RO) 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.

Objectives and Policies: Policy 4.7-I-2 states: "Prepare a Crow Canyon Specific Plan for the area delineated on the General Plan Diagram to guide the future redevelopment of this 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 this General Plan." The Crow Canyon Specific Plan meets or exceeds 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 sites with a dense mix of pedestrian-oriented uses.
- Setting requirements and providing incentives for residential projects to incorporate significant numbers of affordable housing units. The density bonuses that accompany inclusionary housing requirements should relieve the burden of projects having to internally subsidize affordable units. 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 incorporating a "catalyst" project, partially on Redevelopment Agency-owned land, with up to 55 units of low- and very-low income housing. The Plan identifies funding sources.
- Permitting existing uses to remain and protecting 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, build a new bridge extending Twin Creeks Drive to Old Crow Canyon Road, and create an open space system linking Redevelopment Agency-owned land and San Ramon Creek and its tributary.

Consistency with Housing Policies

The Specific Plan exceeds the General Plan’s Land Use Element and Housing Element (dated May 4, 2004) with respect to the total number of housing units, the total number of affordable (very low, low and moderate income) units, and the year-2006 “quantified objectives.”

The Land Use Element (Policy 4.7-I-2) and Housing Element (Table 11.3-3) target 460 and 457 housing units, respectively, in the Specific Plan area. In contrast, the Specific Plan adds 735 residential units.

The Housing Element requires that 25 percent of the housing units (i.e., 114 units) developed in the Specific Plan area be affordable in the ratio of 20 percent very low income, 30 percent low income and 50 percent moderate income or 23, 34 and 57 units, respectively. Of the Specific Plan’s 735 residential units, up to 81 affordable units would be developed as a “catalyst” project -- 43 very-low-income and 38 low-income. Per the inclusionary housing requirements, at least 15 percent of the balance (15% of 654 or 98 units) must be affordable and built by developers; the income mix will depend on which of the three options developers select. Thus, the Specific Plan totals 179 affordable units, and satisfies the Housing Element’s very-low-income and low-income requirements with the catalyst project. Additional affordable

units would be funded by in-lieu fees.

The Housing Element reiterates requirements of state redevelopment law and the Crow Canyon Redevelopment Plan with respect to housing production (i.e., 15% of all units constructed or rehabilitated), and proposes revisions to the City of San Ramon’s Affordable Housing Density Bonus ordinance. The Specific Plan is consistent with both.

Land Use Regulation

The Crow Canyon Specific Plan is a long-term plan providing direction for new development in the area. The Specific 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.

The Specific Plan takes the place of the Crow Canyon Redevelopment Area Conservation and Enhancement Program for the Crow Canyon Specific Plan area only. The Conservation and Enhancement Program remains in effect for the balance of the redevelopment area.

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:

Annexations, Detachments, and Incorporation: Government Code Section 56841(g) requires Local Agency Formation Commissions (LAFCO) to consider, among other issues, the consistency of proposals for annexation, detachment, or incorporation with applicable specific plans prior to approval.

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 poli-

cies 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 recommen-

ation 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.

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.

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 meet or exceed the goals for affordable, workforce housing of California planning and redevelopment law, San Ramon's redevelopment plan, the City's General Plan and its Housing Element, the Affordable Housing Density Bonus provisions of the Zoning Ordinance, and the Inclusionary Housing Ordinance. Due to the complexity of the subject, there are some technical inconsistencies among these documents and the Specific Plan in terms of geographic appli-

cability, threshold development size, percentage requirements, on-site versus in-lieu requirements, duration of rent and price restrictions, etc. The Specific Plan has attempted to resolve these differences by adhering as closely as possible to the provisions of the Housing Element.

Subsequent Development Entitlements

The environmental impact report for the Crow Canyon Specific Plan is programmatic; subsequent projects will require additional environmental evaluation. However, the EIR is project-specific for the catalyst project (also referred to as the Phase I project), meaning that subsequent environmental review will be required only if the project increases in size and impacts and/or only for those impacts for which detailed design drawings are required.

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 planning 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.

Some sites in the Specific Plan area are more critical than others because of their location on heavily trafficked arterials, prominent corners or other highly visible sites. In order to avoid piecemeal and uncoordinated development, applications for the following sites shall be accompanied by a conceptual master plan.

- All sites with frontage on Deerwood Road.

- All sites north of Purdue Road and its westward extension proposed for service-commercial uses.
- Any other site that the Planning Director determines is critical.

The conceptual master plan shall illustrate:

- The proposed project.
- On abutting and facing sites, newly constructed, entitled or proposed development, whichever is most likely to be in place within the next five years.
- On abutting and facing sites where no new development is expected in the next five years, prospective development per this Specific Plan. In the absence of more definitive information, the Illustrative Plans (Figures 4-3 and 4-4) may be used.
- Public improvements including streets, sidewalks, landscaping, parks and trails that have been newly constructed or that are programmed for construction in the next five years.

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

Role of Environmental Impact Report

The environmental impact report is project-specific for the catalyst project (also referred to as the Phase I project). Subsequent environmental review will be required only: (1) if the project

increases in size and impacts, and/or (2) only for those impacts for which detailed design drawings are required.

As noted above, the environmental impact report for the Crow Canyon Specific Plan is programmatic for the development program outlined the Land Use and Urban Design chapter. Subsequent projects will require additional environmental evaluation, particularly to insure that they do not generate trips exceeding the trip budget.

The Specific Plan anticipates that many existing uses will remain. The development program is based on a professional judgment as to which sites might be redeveloped and at what intensities. It does not represent full build-out according to the land use regulations and development standards. If and when redevelopment exceeds the development program, development maximum and/or trip budget, the Specific Plan would have to be amended and supplemental environmental review would be required.

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 budget for 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. Figure 8-1 illustrates the location of the five improvement packages.

Financing Measures

As a policy, the Specific Plan calls for the coordinated implementation of public improvements to serve as a catalyst for private development. All public financing options should be pursued to cover the \$18.36 million in public improvements and subsidies (as described in Table 8-1). This includes \$11.76 million in public improvements (Packages 1 through 4) and a \$6.6 million public subsidy (Package 5) to support the \$19 million mixed-use affordable housing project. The following sources have been identified.

- Redevelopment Agency tax increment revenues will be the most significant source of funding, though Measure C sales tax revenues and Park Development Funds may also provide funding over the course of the plan's implementation.
- Initial public investment efforts should be focused on supporting the catalyst project which includes \$19 million in construction, land acquisition, and parking costs, and \$900,000 of public improvements in the Old Crow Canyon streetscape (Package 1A). It is expected that \$350,000 from the RDA's housing/capital fund reserves will be invested in relocating the Recycling Center during fiscal year 2004/05.

Table 8-1: Summary of Public Improvement Costs

Package 1: Old Crow Canyon Road Corridor Reconstruction (including Omega and Hooper)	
1A: Old Crow Canyon Between Beta Court and Deerwood (including screen wall for Morgan's Masonry); \$900,000 included in Package 5	\$ -0-
1B: Old Crow Canyon Between Deerwood and Creek (adjacent to Cortese, Athletic Club and Church)	\$ 895,000
1C: Omega Road Between Beta Court and Purdue	\$ 895,000
1D: Omega Road/Hooper Between Purdue and San Ramon Valley Road	\$ 1,640,000
1E: Old Crow Canyon South of Creek to Crow Canyon Road (Assumes Landscaped Curb Extensions)	\$ 298,000
<hr/>	
Total Package 1:	\$ 3,728,000
Package 2: Twin Creeks Extension Project	
2A: Land Acquisition for Roadway Extension (1.2 acres)	\$ 1,300,000
2B: Bridge and Roadway Improvements	\$ 3,400,000
<hr/>	
Total Package 2:	\$ 4,700,000
Package 3: San Ramon Valley Boulevard Beautification	
3A: San Ramon Valley Blvd. Between Purdue and Sierra Suites (Assumes Landscaped Curb Extensions)	\$ 200,000
3B: San Ramon Valley Blvd. Between Purdue and City Limits	\$ 400,000
3C: San Ramon Valley Blvd. Between Sierra Suites and Crow Canyon Road	\$ 400,000
<hr/>	
Total Package 3:	\$ 1,000,000
Package 4: Park and Creekscape Improvements	
4A: Park Improvements (83,000sf x \$16/sf)	\$ 1,330,000
4B: Creekscape Improvement Program	\$ 1,000,000
<hr/>	
Total Package 4:	\$ 2,330,000
Package 5: Mixed Use Affordable Housing Catalyst Project	
5: Construction/Land/Parking (Estimated Public Subsidy)	\$ 6,600,000
<hr/>	
Total Package 5:	\$ 6,600,000
TOTAL ALL PACKAGES	\$18,358,000

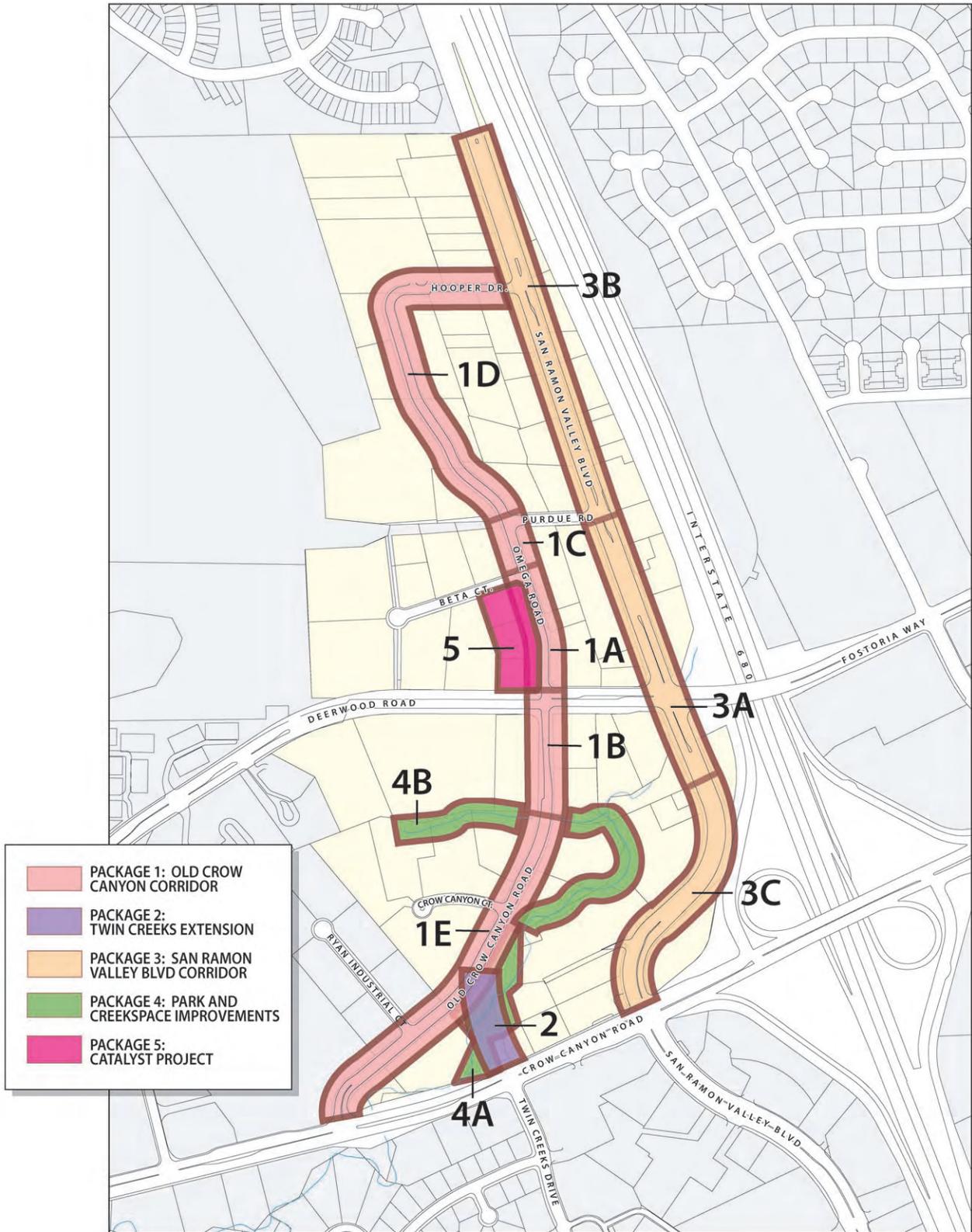


FIGURE 8-1
PUBLIC IMPROVEMENT PROJECTS

- Public investments will be required to subsidize about one-third of the \$19.9 million cost, or about \$6.6 million. This investment will include: (1) land assembly and acquisition; (2) the Old Crow Canyon Road improvements; (3) parking costs over and above the provision of 1.5 spaces per residential unit; and (4) a retail subsidy to support lease rates while stable retail tenants are found. The remaining construction and parking costs will be covered by the non-profit affordable housing developer and any other development partners.
- The \$6.6 million City/RDA investment should be covered by the \$2 million available for this project from the housing/capital fund reserves and surplus tax increment funds accruing to the housing fund over time.
- The housing fund is expected to generate surplus tax increment revenues starting in fiscal year 2005/2006 of about \$250,000 and increasing to over \$650,000 by the end of 2007/2008. A bond issuance at the end of 2005/06 or 2006/07 could cover the majority of the outstanding catalyst project costs. A bond issuance at the end of 2007/08 could cover the full outstanding cost. Earlier bond issuances would be best packaged with a redevelopment fund issuance to reduce issuance costs.
- Beyond the catalyst project and its associated public improvement project (Package 1A), \$11.76 million in public improvement costs remain.
- While Measure C sales tax revenues may be available to fund a portion of the Twin Creeks extension project and Park Development

Funds may be able to fund some of the park and creekscape improvements, tax increment funds accruing to the non-housing redevelopment fund will be required to fund the majority of these improvements.

- Although the combined redevelopment and debt service funds are expected to generate a negative fiscal balance in the 2004/05 fiscal year, the surplus is expected to grow quickly thereafter from a small surplus by the end of 2005/06 to \$200,000 by the end of 2006/07, and to nearly \$1 million by the end of Fiscal Year 2009/10. These projections are, however, subject to significant uncertainty, in particular due to future payments the State may require.
- An initial non-housing redevelopment fund bond issuance at the end of Fiscal Year 2006/07 could be combined with a housing fund bond to generate partial funding for these public improvements. Alternatively, by the end of Fiscal Year 2009/10 there may be sufficient redevelopment funds to issue a bond to cover most of the remaining public improvements. However, a proportion of any such issuance is likely to be required to fund other investments in the Redevelopment Area.

Phasing Plan

Overall, it is expected that the catalyst project could be funded in the early years after plan completion, while the other improvements could be completed incrementally over the course of the next ten years.

The initial phase has been identified as the mixed-use “catalyst” project on a 1.3-acre site at the northwest corner of Omega and Deerwood Roads.

It would include up to 55 units of Below Market Rate housing, 13,390 square feet of ground floor commercial space and 153 parking spaces. Subsidies are included as Package 5 in the Public Improvement costs. Package 1A would be implemented at the same time, as the necessary right-of-way becomes available.

The balance of the Specific Plan and public improvements are conditional on two things: (1) the timing of private redevelopment activities, and (2) the availability of funds. To improve Old Crow Canyon Road, Omega Road and Hooper Drive, 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.

The Northwest Specific Plan proposes to extend Purdue Road west of Omega Road. The cost of land acquisition and public improvements will be borne by the Northwest Specific Plan, not the Crow Canyon Specific Plan.

Commercial Rehabilitation Loan Program

The Plan recommends that the San Ramon Redevelopment Agency consider funding a Commercial Rehabilitation Loan Program. The cost is estimated at \$5,000,000 over 10 years. As the program would apply to the entire City of San Ramon Redevelopment Project Area, of which the Specific Plan area is a portion, it is not included in Table 8-1 or the Public Financing Evaluation.

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 as the plan was initially adopted, 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.

While not currently enabled by the redevelopment plan, eminent domain is a tool that can be used to facilitate site assembly.

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. The City will develop the fee structure following adoption of the plan.

9. APPENDICES

Precise Description of the Specific Plan Area Boundary

[TO BE ADDED]

Table 9-1: Land Use Regulations

P: Permitted
 U: Use Permit
 -: Not Permitted Except by Overlay District
 UD: Per Underlying District
 See Zoning Ordinance for descriptions of use classifications.

	VCMU	CMU	CS/O	RO	OS
Residential Uses					
Congregate Care, General	U	U	-	U	-
Congregate Care, Limited	P	P	-	P	-
Day Care, Limited	P	P	-	P	-
Home Occupation	U	U	-	U	-
Multifamily Residential	(1)	-	-	(2)	-
Residential Care, Limited	(1)	P	-	P	-
Single-family Residential	(2)	-	-	(2)	-
Public and Semipublic Uses					
Clubs and Lodges	U	-	U	UD	-
Cultural Institutions	U	-	P	UD	-
Day Care, Large Family	(3)	(3)	-	UD	-
Day Care, General	U	U	U	UD	-
Emergency (Urgent) Medical Care	P	-	U	UD	-
Government Offices	(4)	-	P	UD	-
Heliports	-	-	-	UD	-
Park and Recreation Facilities	P	-	-	UD	U
Public Safety Facilities	U	U	U	UD	U
Religious Assembly	U	U	U	UD	-
Residential Care, General					
- Children (Under 18)	-	-	-	UD	-
- Adults (Ages 18-59)	U	U	-	UD	-
- Elderly (60 and Over)	-	-	-	UD	-
Schools, Public or Private	U	-	-	UD	-
Utilities, Major	U	U	U	UD	U
Utilities, Minor	P	P	P	UD	U
Commercial Uses					
Adult Businesses	-	-	-	UD	-
Ambulance Services	-	U	U	UD	-
Animal Sales and Services					
- Animal Boarding/Training	-	U	U	UD	-
- Animal Clinics	U	P	P	UD	-

Table 9-1: Land Use Regulations (continued)

P: Permitted
 U: Use Permit
 - : Not Permitted Except by Overlay District
 UD: Per Underlying District
 See Zoning Ordinance for descriptions of use classifications.

	VCMU	CMU	CS/O	RO	OS
- Animal Grooming	P	P	P	UD	-
- Animal Hospitals	-	U	U	UD	-
- Animals: Retail Sales	U	-	-	UD	-
Artists' Studios	P	P	P	UD	-
Banks and Savings and Loans	P	P	U	UD	-
- With Drive-Up Service	U	U	U	UD	-
Building Materials and Services					
- Home/Office Improvement	-	(5)	(5)	UD	-
- Contractors and Subcontractors	-	(5)	(5)	UD	-
Catering Services	P	P	P	UD	-
Commercial Filming	U	-	U	UD	-
Commercial Recreation and Entertainment	U	U	U	UD	-
Communications Facilities	P	P	P	UD	-
Eating and Drinking Establishments	P	U	U	UD	(12)
- With Wine and Beer Service	P	U	U	UD	-
- With Full Alcoholic Beverage Service	U	U	U	UD	-
- Bars With Live Entertainment/Dancing	U	U	-	UD	-
- With Take-Out Service	P	P	U	UD	-
- With Drive-through	-	U	-	UD	-
Food and Beverage Sales	P	U	-	UD	-
Horticulture, Limited	-	-	-	UD	P
Laboratories	-	P	P	UD	-
Machine Shops	-	-	-	UD	-
Maintenance and Repair Services	-	(7)	(7)	UD	-
Nurseries	U	P	P	UD	-
Offices, Business and Professional	(4)	(8)	P	UD	-
- Offices, Medical	U	(9)	U	UD	-
Pawn Shops	U	-	-	UD	-
Personal Improvement Services	U	(10)	U	UD	-
Personal Services	P	P	P	UD	-
Print Shops	P	U	U	UD	-
Rental Services, Consumer-Oriented	-	(11)	(11)	UD	-
Research and Development Services	-	P	P	UD	-
Retail Sales	-	P	P	UD	-

Table 9-1: Land Use Regulations (continued)

P: Permitted

U: Use Permit

- : Not Permitted Except by Overlay District

UD: Per Underlying District

See Zoning Ordinance for descriptions of use classifications.

	VCMU	CMU	CS/O	RO	OS
- Limited	P	P	P	UD	-
- Pharmacies and Medical Supplies	U	U	U	UD	-
Secondhand Appliance and Clothing Sales	U	-	-	UD	-
Swap Meets, Recurring	-	-	-	UD	-
Travel Services	P	(10)	P	UD	-
Vehicle/Sales and Services					
- Sales and/or Rentals	-	P	P	UD	-
- Washing	-	P	P	UD	-
- Service Stations	-	(14)	U	UD	-
- Mechanical Repair and Maintenance	-	P	P	UD	-
- Body and Fender Shops	-	P	P	UD	-
- Storage and Towing	-	U	U	UD	-
Visitor Accommodations					
- Bed and Breakfast Inns	-	-	-	UD	-
- Hotels and Motels	U	U	-	UD	-
Warehousing and Storage, Limited	-	-	-	UD	-
Industrial Uses					
Industry, Custom	-	-	-	UD	-
- Limited	-	U	U	UD	-
Industry, Limited	-	-	-	UD	-
- Small-Scale	-	U	U	UD	-
Wholesaling, Distribution and Storage	-	-	-	-	-
- Small-Scale	-	U	U	UD	-
Accessory Uses					
Accessory Uses and Structures	P/U	P/U	P/U	UD	P/U
Temporary Uses					
Agricultural Sales	-	-	-	UD	U
Arts and Crafts Shows, Outdoor	U	-	-	-	-
Christmas Tree Sales	U	U	U	UD	U
Circuses and Carnivals	U	-	-	UD	-
Commercial Filming, Limited	U	U	U	UD	U

Table 9-1: Land Use Regulations (continued)

P: Permitted
 U: Use Permit
 - : Not Permitted Except by Overlay District
 UD: Per Underlying District
 See Zoning Ordinance for descriptions of use classifications.

	VCMU	CMU	CS/O	RO	OS
Live Entertainment Events	U	U	U	UD	-
Personal Property Sales	P	P	-	UD	-
Outdoor Exhibits	U	U	U	UD	-
Recreational Events	U	U	U	UD	U
Religious Assembly	U	-	U	UD	-
Retail Sales, Outdoor	U	U	U	UD	-
Street Fairs	U	U	U	UD	-
Swap Meets, Non-Recurring	U	U	U	UD	-
Trade Fairs	U	U	U	UD	-

Notes:

- (1) Permitted on stories above ground floor only.
- (2) Permitted southwest of San Ramon Valley Boulevard and Purdue Road only. Attached units only. Subject to minimum lot size and density. See text.
- (3) Attached units only. Subject to minimum lot size and density. See text.
- (4) Allowed with a Large Family Day Care permit in the common area of a complex; see Zoning Ordinance Section D4-168.
- (5) Permitted on the ground floor as part of a mixed-use project, occupying less than 25 percent of the gross floor area of the ground floor level; permitted on all other floor levels above the ground floor level.
- (6) Use permit required for those uses with outdoor storage of vehicles or materials.
- (7) Allowed with a use permit as part of a hotel.
- (8) All uses permitted: No outdoor storage shall be allowed for cleaning and janitorial services, supplies, water purification and filtration services and similar uses as determined by the Zoning Administrator.
- (9) Permitted provided that the establishment is located on the second floor of a mixed-use project only.
- (10) Permitted provided that the establishment is located on the second floor of a mixed-use project only. Labs occupying less than 2,000 square feet, when contiguous with and accessory to a medical office, are permitted on both the ground floor and the second floor.
- (11) Use shall be limited to second floor only.
- (12) Use permit required for outdoor storage.
- (13) Allowed with a use permit as part of a hotel or use shall be limited to second floor only.
- (14) Permitted as part of a commercial-recreation facility or park.
- (15) Allowed with a use permit, only when incidental automotive maintenance and repair are included. Otherwise this use shall not be permitted.

Table 9-2: Development Standards

	VCMU	CMU	CS/O	RO	OS
Minimum Lot Area (sq. ft.)	10,000	15,000 (1)	7,500	1.5 ac	10,000
Minimum Lot width (ft.)	80	-	100	70	-
Minimum Yards:					
- Front (ft.)	0-10 (2)	10-25 (3)	10	10	10
- Side (ft.)	-	10-25 (3)	10	10	10
- Corner Side (ft.)	10	10	10	10	10
- Rear (ft.)	-	10	10	10	10
- Rear or Interior Side (ft.) (4)	25	25	NA	25	25
Maximum Height of Structures (ft.) (5)	50	40	40	50	20
Maximum Height of Structures (stories) (5)	4	3	3	4	1
Maximum Lot Coverage	-	-	-	-	-
Minimum Net FAR	0.40	-	-	-	-
Maximum Net FAR (6)					
- Ground floor commercial use	-	-	-	0.40	-
- Total (less than 1.5 acres)	1.25	0.40	0.40	-	-
- Total (1.5 acres or greater)	1.25	1.00	0.40	1.25	-
Minimum Density					
- Units / net acre	22	-	-	22	-
- Lot area/unit (sq. ft.)	1,980	-	-	1,980	-
Maximum Density (less than 1.5 acres) (6)					
- Units / net acre ¹	35	-	-	-	-
- Lot area/unit (sq. ft.)	871	-	-	-	-
Maximum Density (1.5 acres or greater) (6)					
- Units / net acre ¹	35	-	-	50	-
- Lot area/unit (sq. ft.)	871	-	-	871	-
Minimum Site Landscaping	-	-	-	-	-

Notes:

- : No standard.

(1) Minimum 1.5 acre lot area for maximum FAR.

(2) Buildings fronting Old Crow Canyon and Omega Roads must be built between zero and 5 feet of the property line. Additional setbacks up to 25 feet total permitted for outdoor cafes and seating areas. All other streets minimum 10 feet setback. Zoning Ordinance Section D4-142 does not apply in VCMU.

(3) Buildings fronting San Ramon Valley Boulevard must be set back at least 10 feet but no more than 15 feet from the front or corner side property line.

(4) Applies to development with residential uses abutting a lot with exclusively non-residential uses. Parking uses under 20 feet in height and encapsulated in mixed-use building may be set back no more than 10 feet. Rear or Interior Side Yard standard of underlying district applies to exclusively non-residential uses.

(5) Whichever is less.

(6) Maximum net FAR or density, whichever is lower. See Affordable Housing Policy for housing density bonus provisions.

Table 9-3: Trip Generation Budget

ITE Code	Land Use Description	Independent Variable	No. of Units	Daily Rate	AM Rate	PM Rate	Daily Trips	AM Trips	AM In	AM Out	PM Trips	PM In	PM Out
710	Office	1,000 Sq Ft	227,900	17.80	1.56	1.49	4,057	355	312	43	340	58	282
814	Retail	1,000 Sq Ft	227,900	40.60	6.41	4.93	9,253	1,461	701	760	1,124	640	483
Total							13,309	1,816	1,014	802	1,463	698	765
Reductions													
Retail													
		Pass-By (15%)					(1,388)	(219)	(105)	(114)	(169)	(96)	(72)
Total Retail Reduction							(1,388)	(219)	(105)	(114)	(169)	(96)	(72)
Mixed-Use/Transit													
		Reduction (5%)					(665)	(91)	(51)	(40)	(73)	(35)	(38)
Total Mixed-Use/Transit Reduction							(665)	(91)	(51)	(40)	(73)	(35)	(38)
Total Reductions							(2,053)	(310)	(156)	(154)	(242)	(131)	(111)
Total Commercial Trips							11,256	1,506	858	648	1,221	567	654
231	Residential	Dwelling Units	457	6.50	0.66	0.83	2,971	302	75	226	379	216	163
Total							2,971	302	75	226	379	216	163
Reductions													
Mixed-Use/Transit													
		Reduction (10%)					(297)	(30)	(8)	(23)	(38)	(22)	(16)
Total Reductions							(297)	(30)	(8)	(23)	(38)	(22)	(16)
Total Residential Trips							2,673	271	68	204	341	195	147
Total Commercial + Residential Trips							13,929	1,777	926	852	1,563	762	801

Note: Trip Generation Data from ITE Trip Generation, 7th Edition.

Public Financing Evaluation

*Prepared by Economic and Planning Systems,
June 25, 2004.*

This appendix provides an overview of the current and future levels of funding that could be available to fund the proposed Crow Canyon Specific Plan (CCSP) public improvement program and to help subsidize the mixed-use affordable housing catalyst project. A detailed list of the public improvement program and the \$18.36 million costs are shown in Table 8-1.

Sources of Funding

Tax increment revenues will be the primary source of funding for public improvements and other public investments. The Measure C transportation sales tax could also provide a source of funding for select public improvements.¹ The park development fund does not currently have any revenues for projects in the Specific Plan area but may in the future. Other funding mechanisms that charge developers and/or businesses for their share of the benefits of public investments, such as impact fees and Business Improvement Districts, are only likely to be appropriate once significant new development in the area has been generated.

Tax increment revenues will accrue to the redevelopment fund for general public improvements and the low and moderate housing fund to support affordable housing development. Additional tax increment funds over and above administrative costs and ongoing obligations and programs will be available for immediate investment or to support bond issuance. These funds can only be used for projects within the San Ramon redevelopment area, which includes the Crow Canyon Area and the Alcosta Area.

Development Program

The availability of tax increment revenues, as explored in more detail below, is directly tied to the quantity and value of development in the redevelopment area. Unlike development projects with large, contiguous areas of vacant land, the redevelopment of currently urbanized areas is, by its nature, an uncertain, organic, and incremental process. As a result, it is not possible to predict with certainty the sequence and timing of individual property development within the CCSP area or in other areas of San Ramon's redevelopment area.

The future pace of redevelopment will be closely tied to the strength of the real estate market for new, compact forms of housing development and the interest and willingness of existing land and property owners in sale and in redevelopment. It will also be closely tied to expectations concerning the future of the CCSP area. Of particular importance will be the early implementation of the catalyst project and market-led redevelopment efforts in addition to the CCSP's flexibility in allowing for a critical mass of housing development to form over time. Without the expectation of a critical mass of higher density housing in the area, the push for redevelopment will be much reduced and the viability of supporting retail uses limited. As a result, the tax increment revenues generated will be much reduced and only a small proportion of the desired public improvements will be achieved through this source of funding.

Funding Estimates

This section estimates funding that might be available to cover the costs of the CCSP's public improvement program. It focuses on the likely, primary source of funding—tax increment reve-

nues—and describes the existing and projected future funding that might be available to the RDA to fund both the general public improvements and the catalyst project. The evaluation assumes a CCSP development program of over 700 units. The more housing units developed, the greater the likelihood of achieving the tax increment revenues described. A lower number of units, however, will reduce the likelihood of achieving a redevelopment-spurring critical mass and will reduce the tax increment revenues significantly below the levels estimated below.

Existing Funding

The housing/capital fund currently includes a \$2.9 million in reserves. By the end of fiscal year 2004/05, the reserves are projected to decrease to about \$2.4 million, in part due to a \$350,000 investment in relocating the recycling facility from the catalyst site. A \$2 million allocation from these reserves will likely be available to support the development of affordable housing at the catalyst site. These revenues can be used to fund public improvements, land assembly, or other costs associated with affordable housing development.

Non-Housing Redevelopment Funding

Funding for public improvements and other investments supportive of redevelopment emanate from the non-housing fund. The majority of tax increment revenues accrue to the non-housing redevelopment fund and cover administrative expenditures, debt service payments, specific projects, and other additional obligations. Any additional tax increment revenues can be used to fund additional investments and/or to issue bonds and take on additional debt. Table 9-4 shows revenue and expenditure estimates for this fund from fiscal year 2004/05 through 2008/9.

As shown, fiscal year 2004/05 will start with fund reserves of close to \$1 million. The current fiscal year is expected to result in a negative cash flow and the use of about \$750,000 in reserves. The combination of the year's expected administrative costs of about \$1.2 million, debt service obligations of about \$4.8 million, and other specific projects are greater than the tax increment and other revenues expected to be accrued of about \$5.8 million.

The administrative/RDA costs include ongoing administrative costs, ongoing program commitments (e.g., the business incubator subsidy), indefinite and highly uncertain obligations (e.g., ERAF), ongoing commitments that last for a limited duration (for example, the Home Depot reimbursement for grading costs that lasts through fiscal year 2009/10), and one-time expenditures. On the revenue side, tax increment revenues are projected to increase by 5 percent each year. Historical increases over the last five years have averaged 7.5 percent, so 5 percent represents a conservative estimate in light of the CCSP efforts and the number of housing units proposed as part of the CCSP. This results in an annual increase in revenues of about \$200,000.² When combined with fluctuations in cost, the RDA fund is projected to show a small positive surplus in 2005/06 with surpluses increasing to \$575,000 in 2007/08. Table 9-6 shows an estimate of bonding capacity at different points in time based on these estimates for illustrative purposes. Actual bonding capacity will depend on the actual tax increment revenues and interest rates in any particular year. As shown, bonding capacity increases with the availability of net tax increment revenues and could reach \$8.75 million by end of fiscal year 2008/9.

These projections of net revenues and bonding capacity provide a general sense of funding availability, though actual balances accrued may vary considerably depending on market conditions and actual development trends in the CCSP area. In addition, the public improvements identified as part of the CCSP will also compete with projects elsewhere in the RDA for this funding, though at this time no other major investments/projects have been identified. Furthermore, the uncertainty over ERAF payments could significantly affect the levels of funding available. As a result, it is expected that the redevelopment fund could, in the medium to long term, be a significant source of funding for the \$11.76 million in funding required to cover the CCSP public improvements not related to the catalyst project.³ In the short term (the next three years), however, funding availability is highly uncertain.

Affordable Housing Funding

The remaining tax increment revenues accrue to the housing fund to support the development of low and moderate income affordable housing. Any funding remaining once administrative, housing program, and existing debt service obligations are covered could be used to support additional affordable housing development. Such efforts could include investments to support nonprofit, tax credit assisted affordable housing development. These investments could include a variety of improvements, including streetscape and façades, infrastructure, demolition, and assistance in land acquisition and assembly. If used to support development of the catalyst site, surplus funds could be used in combination with the more than \$2 million expected to be available in reserves at the start fiscal year 2005/06. Housing funds may also be used to provide subsidies for inclusionary housing.

Table 9-5 shows revenue and expenditure estimates for this fund from fiscal year 2004/05 through 2009/10. As shown, the upcoming fiscal year begins with a balance of about \$2.9 million. A negative cash flow of about \$750,000 is, however, projected for this year. The projected tax increment and other revenues of about \$1.3 million are below the \$1.8 million in expenditures that include a \$350,000 one-time investment in relocating the recycling facility off the catalyst site.

Expenditures include administrative costs and housing program costs. Major costs beyond the staff costs include an ongoing \$250,000 for home ownership assistance, \$300,000 for Villa San Ramon Phase I, \$50,000 for Villa San Ramon Phase II, and about \$55,000 for the Cambrio project. All these housing development subsidies have limited terms with the Villa San Ramon Phase I payment due to end in 2006/07, and the Villa San Ramon Phase II due to end in 2014/15. As a result, cost reductions occur periodically through time.

On the revenue side, tax increment revenues are projected to increase by 5 percent each year, similar to the non-housing redevelopment tax increment funds. This results in an annual increase in revenues of about \$65,000. When combined with the changes in costs, the housing fund is projected to show a balance of about \$260,000 in 2005/06, \$680,000 in 2007/08, and \$780,000 million in 2009/10. Table 9-6 shows an approximate estimate of bonding capacity at different points in time based on these estimates for illustrative purposes. Actual bonding capacity will depend on the actual tax increment revenues and interest rates in any particular year. As shown, bonding capacity increases with the availability of net tax increment revenues and could reach \$3.0 million by the end of fiscal year 2005/06 and \$7.9 million by the end of fiscal year 2007/08.

Again, these projections of net revenues and bonding capacity provide a general sense of funding availability, though actual balances accrued may vary considerably depending on market conditions and actual development trends in the CCSP area. These tax increment revenues will face less competition from other projects than the tax increment revenues associated with the redevelopment fund. They are also less likely to be affected by fluctuations in ERAF payments and currently result in a positive fund balance. As a result, they are likely to provide a more certain income stream, both for short-term investment and in general for affordable housing-related investments, including the catalyst project.

Catalyst Project

The catalyst project is conceived as a mixed-use development with 55 units of affordable housing, ground level retail, and community oriented uses on the catalyst site. The catalyst site is located on the Redevelopment Agency-owned 1.3-acre site. The total costs of the project, including the land, parking, construction and other costs are expected to total about \$19.9 million.

Conversations with nonprofit affordable housing developers and consideration of other joint venture mixed-use development deals suggest that such developments can be successful with public investments in the following: (1) any required infrastructure improvements, (2) land assembly and acquisition, and (3) the portion of parking improvement costs required to accommodate standards of over 1.5 cars per dwelling unit. In addition the City and RDA must provide a full set of entitlements along with the site. The nonprofit housing developer in return funds the housing construction and a portion of the parking costs.

Development of the nonresidential portion of the project can also require additional subsidies in the early years of the project as it can take time to fill the space with stable retail tenants. In the short term, institutional or other lower-rent paying organizations may occupy the space. Public investment may then be required to subsidize the rent in the early years.

While every deal is different, the City/RDA's development partners could likely cover about two-thirds of the total project costs of \$19.9 million, equivalent to about \$13.3 million. The remaining cost of \$6.6 million would likely need to come through public investment to cover land assembly and acquisition, a portion of parking costs, some retail development subsidy, and the project-related package 1A public improvements. The \$2 million available for this project from the reserves of the housing/capital project fund will cover a portion of these costs. The most likely revenue source for the remaining cost of about \$4.6 million is the additional tax revenue funds associated with the housing fund.

The simple bonding capacity estimates described above and shown in Table 9-6 suggest that the additional tax increment revenues could support a bond issuance of \$3 million at the end of fiscal year 2005/06 to cover a portion of these costs or \$7.9 million by the end of fiscal year 2007/08, more than enough to cover the full funding requirement. If an earlier, smaller bond issuance is chosen, the relatively small bond issuance amount and the higher expenses associated with such bond issuances may create the need to combine this bond issuance with another one from the redevelopment fund for other improvements. In summary, unless development in the RDA slows or other RDA priorities consume significant

funding sources, it appears likely that the catalyst project could be initiated in the early years following completion of the Specific Plan.

Footnotes

¹ To obtain funding from this measure, public improvements must meet the requirements of the measure and be specifically named in the ballot measure.

² Due to the percentage increase, revenue increases are lower than this level in the early years and greater in the later years.

³ The total public improvement program cost of \$18.36 million includes a \$6.6 million subsidy for the mixed-use affordable housing catalyst project and \$11.76 million to cover the costs of a range of other public improvements.

**Table 9-4: San Ramon Redevelopment Agency Tax Increment Projecton
Non-Housing Fund**

Fund/Item	Annual Increase	Fiscal Year Starting				
		2004	2005	2006	2007	2008
Beginning Reserves		\$990,800	\$241,391	\$273,568	\$475,092	\$1,048,406
Revenues						
Tax Increment	5%	\$3,723,173	\$3,909,332	\$4,104,798	\$4,310,038	\$4,525,540
Interest		\$85,000	\$85,000	\$85,000	\$85,000	\$85,000
Note Proceeds - TRAN (1)		<u>\$2,000,000</u>	<u>\$2,000,000</u>	<u>\$2,000,000</u>	<u>\$2,000,000</u>	<u>\$2,000,000</u>
Total Revenues		\$5,808,173	\$5,994,332	\$6,189,798	\$6,395,038	\$6,610,540
Expenditures						
<u>Projects</u>						
Staff O&M	6%	\$6,286	\$6,663	\$7,063	\$7,487	\$7,936
Incubator Subsidy		<u>\$466,144</u>	<u>\$200,000</u>	<u>\$200,000</u>	<u>\$0</u>	<u>\$0</u>
Subtotal		\$472,430	\$206,663	\$207,063	\$7,487	\$7,936
<u>Administrative</u>						
Staff O&M	6%	\$280,681	\$297,522	\$315,373	\$334,296	\$354,353
Legal Services	4%	\$60,000	\$62,400	\$64,896	\$67,492	\$70,192
Audit	4%	\$4,000	\$4,160	\$4,326	\$4,499	\$4,679
Consultant Tax Increment		\$20,000	\$0	\$0	\$0	\$0
Plan Amendment		\$100,000	\$0	\$0	\$0	\$0
Other Projects		\$0	\$100,000	\$100,000	\$100,000	\$100,000
Online Space Available		\$3,500	\$3,500	\$3,500	\$3,500	\$3,500
ERAF		\$500,000	\$300,000	\$300,000	\$300,000	\$300,000
Admin. Charges	4%	\$77,068	\$80,151	\$83,357	\$86,691	\$90,159
Office Equipment		\$3,750	\$3,750	\$3,750	\$3,750	\$3,750
Publications		\$750	\$750	\$750	\$750	\$750
Education and Training		\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
Meetings & Conferences		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Membership & Conferences		\$5,150	\$5,150	\$5,150	\$5,150	\$5,150
Other O&M		\$13,455	\$13,455	\$13,455	\$13,455	\$13,455
Home Depot Subsidy		<u>\$104,000</u>	<u>\$106,000</u>	<u>\$108,000</u>	<u>\$110,000</u>	<u>\$112,000</u>
Subtotal		\$1,187,354	\$991,838	\$1,017,557	\$1,044,583	\$1,072,988
<u>Crow Canyon Specific Plan</u>						
Staff O&M		\$38,369	\$0	\$0	\$0	\$0
Consultant Specific Plan		\$70,000	\$0	\$0	\$0	\$0
Other Services		\$18,375	\$0	\$0	\$0	\$0
Other O&M		<u>\$1,400</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Subtotal		\$128,144	\$0	\$0	\$0	\$0

**Table 9-5: San Ramon Redevelopment Agency Tax Increment Projecton
Housing/Capital Project Fund**

Fund/Item	Fiscal Year Starting					
	2004	2005	2006	2007	2008	2009
Beginning Reserves	\$2,906,000	\$2,385,613	\$2,648,883	\$2,969,435	\$3,651,396	\$4,408,129
Revenues						
Tax Increment	\$1,228,801	\$1,290,241	\$1,354,753	\$1,422,491	\$1,493,615	\$1,568,296
Interest	<u>\$65,000</u>	<u>\$71,568</u>	<u>\$79,466</u>	<u>\$89,083</u>	<u>\$109,542</u>	<u>\$132,244</u>
Total Revenues	\$1,293,801	\$1,361,809	\$1,434,219	\$1,511,574	\$1,603,157	\$1,700,540
Expenditures						
Staff O&M	\$168,005	\$178,085	\$188,770	\$200,097	\$212,102	\$224,829
Audit	\$1,000	\$1,040	\$1,082	\$1,125	\$1,170	\$1,217
Fair Housing	\$5,000	\$0	\$0	\$0	\$0	\$0
Legal Services	\$59,000	\$61,360	\$63,814	\$66,367	\$69,022	\$71,783
Demo Site Dev Proposal	\$125,000	\$0	\$0	\$0	\$0	\$0
Dougherty Valley Project	\$15,000	\$0	\$0	\$0	\$0	\$0
Admin. Charges	\$40,960	\$42,598	\$44,302	\$46,074	\$49,917	\$49,834
Other - Training, Memberships, etc.	\$5,825	\$8,058	\$6,300	\$6,552	\$6,814	\$7,087
Villa San Ramon Phase I	\$300,000	\$300,000	\$300,000	\$0	\$0	\$0
Villa San Ramon Phase II	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Villa San Ramon Conserve Program	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Cambrio	\$54,000	\$0	\$0	\$0	\$0	\$54,000
Park Place	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000
Home Ownership Assistance Program	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
Miscellaneous	\$181,000	\$0	\$0	\$0	\$0	\$0
Debt Service	\$144,398	\$144,398	\$144,398	\$144,398	\$144,398	\$144,398
Recycling Facility Relocation	<u>\$350,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Total Expenditures	\$1,814,188	\$1,100,539	\$1,113,666	\$829,613	\$848,423	\$918,148
Net Surplus	(\$520,387)	\$261,270	\$320,553	\$681,961	\$754,734	\$782,392
Ending Reserves	\$2,385,613	\$2,646,883	\$2,969,436	\$3,651,396	\$4,406,130	\$5,190,521

Source: City of San Ramon; Economic & Planning Systems, Inc.

Table 9-6: Tax Increment Bonding Capacity by Fund

Fund/Item	Fiscal Year Starting				
	2004	2005	2006	2007	2008
<u>Redevelopment/ Non-Housing Fund</u>					
Net Revenues	\$ (749,409)	\$ 32,177	\$ 201,524	\$ 573,315	\$ 765,962
Bonding Capacity (1)	\$0	\$370,000	\$2,340,000	\$6,650,000	\$8,890,000
<u>Housing Fund</u>					
Net Revenues	\$ (520,387)	\$ 261,270	\$ 320,553	\$ 681,961	\$ 754,734
Bonding Capacity (1)	\$0	\$3,030,000	\$3,720,000	\$7,910,000	\$8,750,000

(1) Bonding capacity is conservatively calculated at 11.6 times the net revenues in a given year. This ratio is based on the following assumptions: a 6 percent interest rate; a 15 percent debt service coverage ratio; and 20 percent of gross bond proceeds required for issuance, closing, and other costs. Numbers are rounded to the nearest \$10,000.

Sources: City of San Ramon; Economic & Planning Systems, Inc.

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