North Camino Ramon Specific Plan
City of San Ramon

A plan for tomorrow with shopping, working, and living integrated into a sustainable suburban neighborhood environment

July 24, 2012

North Camino Ramon Specific Plan

Adopted July 24, 2012

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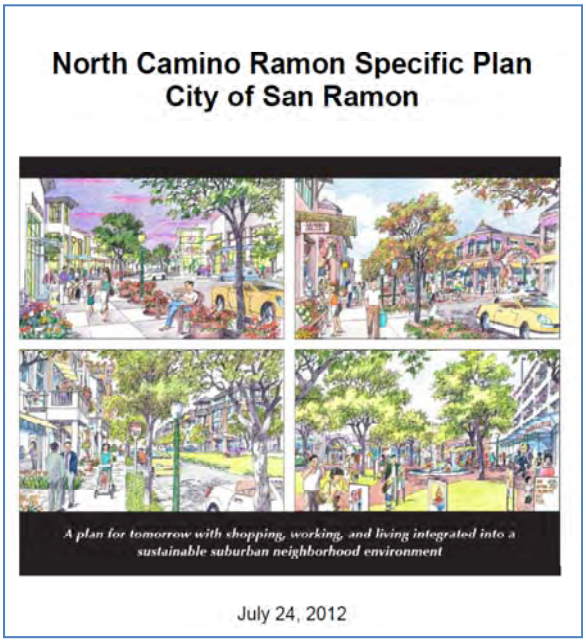
List of Acronyms

CHAPTER 1:

INTRODUCTION



Chapter 1
INTRODUCTION

The North Camino Ramon Specific Plan Area (NCRSP) represents a unique opportunity for the City of San Ramon to create and implement a new vision for one of the City's older development areas. Initial development at this entry to the City occurred when development patterns and opportunities were very different. Since this original development pattern was first established, commercial development in Danville to the north (Costco) attracts local consumers while Bishop Ranch Business Park to the south has become a premier employment center for the Bay Area. Development in the Dougherty Valley and Westside areas have provided a residential balance to the job rich environment and created more demand for goods and services locally. The approved City Center project provides a vision for the next decade, while the evolution of the NCRSP Area will ensure that there are continued opportunities to meet the community's economic, employment, housing and quality of life needs well into the future.

NORTH CAMINO RAMON SPECIFIC PLAN AREA

The North Camino Ramon Specific Plan Area is located in the Crow Canyon and Bishop Ranch planning areas, adjacent to Interstate 680 and San Ramon's boundary with the Town of Danville. The area is part of the multi-city corridor including Danville, Alamo, Walnut Creek, Pleasant Hill, and Concord to the north; and Dublin, Pleasanton and Livermore to the south. The Plan Area contains approximately 295 acres, including existing roadways, and is characterized by a wide range of uses including retail, service commercial, professional offices and warehouses. Most uses are located in older commercial structures surrounded by surface parking.

In a regional context, the Plan Area, along with the adjacent Bishop Ranch and San Ramon Regional Medical Center, provide many jobs for people throughout the East Bay and the broader Bay Area. Bishop Ranch is one of the major employment centers in the San Francisco Bay Area. Over 44,000 employees are estimated to work in or near the Plan Area, representing local, regional and national businesses, and generally commute to work by private automobile or the several bus routes that connect the area to other cities and Bay Area Rapid Transit (BART) stations.

Locally, the Plan Area provides San Ramon residents and workers with select services to meet their daily needs. The proximity to the Crow Canyon Road interchange with Interstate 680 and the commercial components within the Plan Area provide residents who commute to jobs outside of San Ramon with a convenient shopping stop on their way home from work. Currently, there are no residential units in the project area.

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

Following the approval of the City Center project, the City's long range planning efforts, coupled with economic development goals, began to look at future opportunities in the North Camino Ramon Area. This Planning effort responds to a desire to be proactive and look at ways to guide the future development pattern within the Plan Area to address future community needs and goals while complementing the approved City Center project. Based on a series of background studies and market analysis, summarized in Chapter 2 Existing Conditions, it became clear that there is unmet retail demand that could be captured locally and that there are potential opportunities for a more efficient land use pattern that could be achieved as part of a mixed-use land use concept.

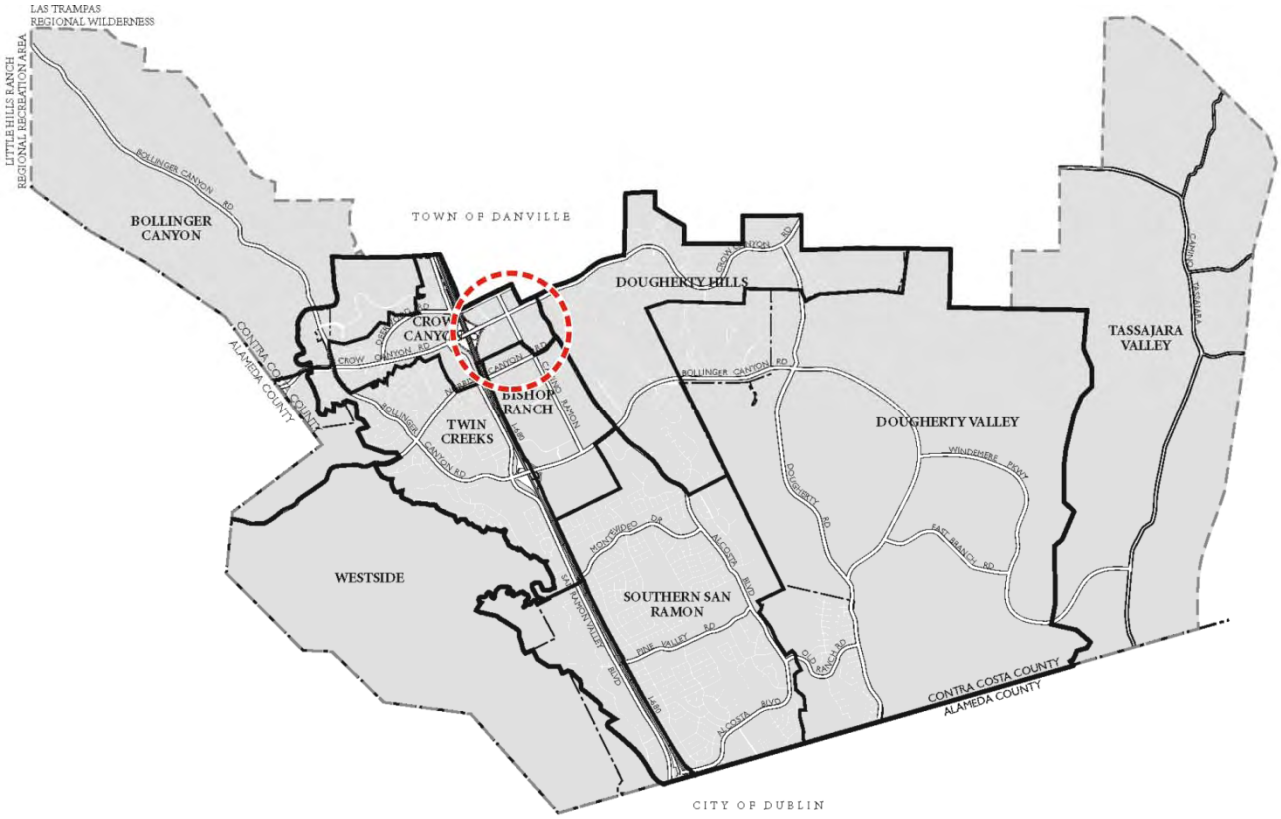


Figure 1.1: Specific Plan Area Location.

Priority Development Area Designation

In 2008, discussions began regarding the creation of the North Camino Ramon Specific Plan Area. Subsequent actions by the San Ramon City Council authorized the submittal of an application to designate the North Camino Ramon Plan Area as a Priority Development Area (PDA) under the FOCUS program. The FOCUS program is led by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), with support from the Bay Area Air Quality Management District (BAAQMD) and the Bay Conservation and Development Commission (BCDC) — in partnership with congestion management agencies, transit providers, and local governments throughout the Bay Area.

The FOCUS program, as a regional development and conservation strategy, promotes a more compact land use pattern for the Bay Area. It unites the efforts of four regional agencies into a

single program that links land use and transportation by encouraging the development of complete, livable communities in areas served by transit thereby allowing for conservation of significant resource lands. The PDAs are locally identified, infill development opportunity areas located near transit. Established PDAs receive preference for funding and technical assistance to encourage implementation of the smart growth concepts embodied in the FOCUS program.

The NCRSP area has been designated as a Potential PDA and once the City completes the Specific Plan and the PDA is fully approved, the City will be able to pursue additional funding for capital and infrastructure improvements to assist in implementing the Plan (PDA).

Sustainable Communities Strategy

The current Sustainable Communities Strategy (SCS) being developed by ABAG and MTC is the Bay Area's regional response to the mandates of SB 375 and AB 32 (California Global Warming Solutions Act of 2006). While statewide reduction measures, locally adopted Climate Action Plans and other greenhouse gas (GHG) reduction programs are a solid start toward meeting the GHG reduction targets; fundamental changes in land use patterns and reducing vehicle miles traveled (VMT) are also thought to be necessary. As such, the proposed SCS, as with the PDAs, seeks to align regional transportation and planning goals to meet GHG reduction and affordable housing targets. A cornerstone of the SCS depends on the compact land use and transit-oriented development patterns already associated with the local Priority Development Areas (PDAs). The North Camino Ramon Specific Plan, as a locally identified potential PDA, will also play a key role in the local implementation of the regional SCS to address State mandates for GHG reduction.

THE SPECIFIC PLAN PLANNING PROCESS

The Specific Plan planning process was established and implemented to provide a multi-step framework for the City and property owners to develop a realistic plan and implementation program to release development potential within the Plan Area, expand retail opportunities, and improve City tax revenues while creating a strong sense of place and community.

The San Ramon City Council, Planning Commission and the City's Economic Development Advisory Committee (EDAC) examined the potential of attracting additional retail uses that are not currently located in San Ramon as well as opportunities for a variety of housing types in proximity to new and existing jobs. The City Council, Planning Commission and EDAC held joint workshops to consider alternative plans and implementation strategies with input from interested citizens and property owners.

The Specific Plan planning process was divided into three phases:

Phase 1: Alternatives Identification: Current conditions were investigated and summarized; interviews conducted with major property owners; market potentials evaluated; research conducted into plans and implementation programs for similar projects; and a range of three initial alternative development concepts formulated. Three alternative concepts were developed and reviewed in a workshop with the Planning Commission and the Economic Development Advisory Committee on July 21, 2009. Public input was taken at that workshop and the concepts were further refined.

Phase 2: Alternatives Evaluation: The three alternative development concepts identified in Phase 1 were evaluated from the multi-disciplinary perspectives. Transportation impacts were evaluated, cost estimates were developed for major infrastructure improvements, fiscal impacts to the City estimated, and urban design concepts developed and illustrated. The alternatives were compared, and reviewed by the Planning Commission and City Council in a public workshop meeting on December 3, 2009 with direction given to staff and the planning team to develop a hybrid plan drawn from the best elements of the three alternative concepts.

As the preferred alternative was refined, the City continued its outreach efforts through multiple presentations and updates to the City committees as well as information presentations to the local Chamber of Commerce, civic organizations (Rotary and Kiwanis Clubs) and property owner meetings to solicit additional feedback.

Phase 3: Specific Plan and Environmental Impact Report: Following the refinement of a hybrid concept plan, and confirmation by the City Council, Planning Commission, and Economic Development Advisory Committee, the City continued with a series of presentations to local service groups, the Chamber of Commerce and City Committees regarding the preferred hybrid concept plan. Throughout this outreach and public hearing process the Plan concepts and content have continued to evolve resulting in the final North Camino Ramon Specific Plan and Environmental Impact Report documents.

SPECIFIC PLAN REQUIREMENTS

A specific plan is a tool for the systematic implementation of the City's General Plan. It establishes a link between the policies of the General Plan and the individual development proposals in the specific plan area.

Section 65451 of the California Government Code mandates that a specific plan be structured as follows:

(a) A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:

> *(1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.*
>
> *(2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.*
>
> *(3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.*
>
> *(4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).*

(b) The specific plan shall include a statement of the relationship of the specific plan to the General Plan.

SPECIFIC PLAN COMPONENTS

The North Camino Ramon Specific Plan contains the following Chapters:

Chapter 1: **INTRODUCTION** contains an overview of the planning area, the planning process and plan components.

Chapter 2: **EXISTING CONDITIONS** provides a summary of conditions and market opportunities that exist within the plan area.

Chapter 3: **VISION** is a narrative and graphic scenario of a vision for the area including a Conceptual Plan framework to assist property owners and future decision-makers in understanding the Specific Plan intent.

Chapter 4: **LAND USE** contains the land use plan and new land use designations established to implement the NCRSP vision and mixed use goals and policies based on the assumed development program. It also contains provisions for interim uses and parking standards.

Chapter 5: **PUBLIC SPACES** sets forth the components of the Public Spaces Framework and development guidelines for active and passive recreational spaces within the Plan Area.

Chapter 6: **DEVELOPMENT STANDARDS** contains development profiles and requirements for major streets, sidewalks, open spaces as well as individual Development Block diagrams.

Chapter 7: **DESIGN GUIDELINES** provides guidance for improvements, site planning, architectural design, signage, and sustainability measures that will be utilized by the City in evaluating future development projects.

Chapter 8: **TRANSPORTATION** sets forth the Plan Area network and policies for vehicular, transit, pedestrian and bicycle circulation.

Chapter 9: **UTILITIES** provides information and conceptual plans for all major utility systems needed to accommodate development in the specific plan area.

Chapter10: **PUBLIC FACILITIES** outlines the public facility needs for the area.

Chapter 11: I**MPLEMENTATION** provides an overview of the needs, measures and strategies envisioned to enable a public/private partnership to implement the mixed-use vision for the Plan Area.

RELATIONSHIP TO THE GENERAL PLAN

The North Camino Ramon Specific Plan provides more detailed information and requirements for the implementation of the City of San Ramon General Plan 2030, based on the unique conditions and opportunities of the Plan Area. General Plan 2030 Implementing Policy 4.7-I-4 calls for the preparation and implementation of a North Camino Ramon Specific Plan (NCRSP) as framework for infill development that is pedestrian/bicycle friendly, mixed use, transit-oriented and based on smart growth principles.

The North Camino Ramon Specific Plan is adopted by ordinance and is the policy document with binding legal authority to guide land use, circulation, and infrastructure decisions within the Specific Plan Area. The North Camino Ramon Specific Plan is consistent with and provides more detailed guidance to many General Plan policies. A summary of the Specific Plan policies has been provided in Appendix A.

CLIMATE ACTION PLAN

The Climate Action Plan (CAP) identifies and refines policies within the City of San Ramon General Plan that would decrease the City's emissions of greenhouse gases to meet the requirements of AB 32. The Specific Plan as an implementation tool of the General Plan must also be consistent with the General Plan and CAP goals for greenhouse gases reduction.

The Specific Plan by its purpose, design intent and policy direction includes CAP strategies related to:

- **Land Use**: higher-density, mixed-use, transit-oriented, pedestrian-oriented, and compact development.
- **Transportation:** provision of transit facilities, pedestrian connections, bicycle infrastructure, traffic calming, use of low emission vehicles, transportation demand management, end of trip facilities, and parking measures.
- **Energy Conservation** (15% beyond CA Title -24)
- **Water Conservation**
- **Waste Reduction and Recycling**
- **Regional Cooperation**

It is expected that the implementation of the Specific Plan will be compliant with the CAP thresholds for greenhouse gases reduction; however, it will also be necessary to document consistency with CAP through project specific findings associated with the project level approvals and/or any supplemental environmental review required.

ENVIRONMENTAL REVIEW

A program level Environmental Impact Report (EIR) was prepared concurrently with the Specific Plan, utilizing the assumed residential and commercial development program in the Specific Plan area as set forth in the Specific Plan Vision.

As specific development proposals are submitted, the City will determine whether or not the environmental effects of the proposed project are within the parameters of, and addressed by, the Specific Plan's EIR. If the City finds that a proposed development project will have no additional impact on the environment beyond those identified by the Environmental Impact Report, the City shall make a written finding of consistency with the Specific Plan Environmental Impact Report or subsequent environmental review.

Should the City determine that there are potential environmental impacts not studied in the Specific Plan EIR or subsequent environmental review and that environmental conditions have changed substantially since its adoption, the City may require further environmental evaluation

to determine appropriate revisions to a development proposal, conditions of approval, or additional mitigation measures.

AMENDMENTS TO THE SPECIFIC PLAN

Minor Amendment

Minor amendments to this Specific Plan include adjustments to right-of-way alignments and dimensions, location and configuration of parks and open spaces, modifications to design guidelines, or any other modification deemed, in the opinion of the Zoning Administrator, to be minor in nature.

Minor modifications consistent with the Specific Plan Policies may be approved by the Zoning Administrator. All minor modifications to the Specific Plan shall be documented as part of a Development Plan and/or Architectural Review application depending on the scope of the proposed change. Prior to Zoning Administrator's action, notification of the proposed minor amendment shall be provided as follows:

1. A public notice shall be required prior to the Zoning Administrator's decision. The public notice shall state that the Zoning Administrator will decide whether to approve or disapprove the proposed Amendment application on a date specified in the notice, and that a public hearing will be held only if requested in writing by any interested person before the specified date for the decision.
2. When a public hearing is requested, notice of the hearing shall be provided in compliance with Chapter D7-IV, and the Zoning Administrator shall conduct the public hearing before a decision on the application in compliance with Chapter D7-IV (Public Hearings).

Major Amendment

Major modifications such as expansion of the Specific Plan Area boundary, changes to development standards, changes to goals and policies, and an increase to the maximum allowable development shall require a Specific Plan Amendment pursuant to Government Code 65453.

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CHAPTER 2:

EXISTING CONDITIONS

TOWN OF DANVILLE
INTERSTATE 680 FREEWAY
CROW CANYON RD
NORRIS CANYON RD
BOLLINGER CANYON RD
ALCOSTA BLVD
DIABLO VIEW DR
SYCAMORE VALLEY RD
DIABLO VIEW DR
DIABLO VIEW DR
DIABLO VIEW DR

Chapter 2
SUMMARY OF EXISTING CONDITIONS

The North Camino Ramon Specific Plan described in this document builds on the unique opportunities of the area's location, land ownership patterns, and nearby development characteristics. This chapter summarizes existing conditions and important influences that have been considered in the preparation of the Specific Plan and will influence decision making as part of the Specific Plan Implementation.

THE CITY OF SAN RAMON GENERAL PLAN 2030

The San Ramon Planning Area totals 36.4 square miles (23,297 acres) with 18.4 square miles (11,973 acres) within the current City limits. The General Plan 2030 anticipates a build-out population of 92,031 in comparison to San Ramon's 2010 Census population projection of 72,148. Much of this population and employment growth will be accommodated by development that has already been programmed or approved for the San Ramon Planning Area as part of the General Plan 2030 and through Specific Plans including build-out of the Dougherty Valley, Crow Canyon Specific Plan, Northwest Specific Plan, the City Center Project and ultimately the North Camino Ramon Specific Plan.

Residential Development: The General Plan 2030 estimates that approximately 24,781 dwelling units exist in the San Ramon Planning Area (2009). The projections anticipate that there will be 34,340 dwelling units within the Planning Area by 2030. Of the 9,559 new residential units anticipated, approximately 1,500 of those units are expected to be located in the Plan Area.

Non-Residential Development: Approximately 16.4 million square feet of non-residential floor area is estimated to exist in the San Ramon Planning Area (2009), which includes retail, commercial, office, industrial, and public facilities. In total, General Plan build-out is estimated to result in approximately 21.5 million square feet of non-residential floor area Citywide. Of the approximately 5.1 million new non-residential square footage anticipated by the General Plan 2030, approximately 1.68 million square feet of that new floor area is expected to be located in the approximately 295 acre Plan Area. Full build out of the Specific Plan Area represents an approximately 168,000 square foot increase over the programmed development potential already in the General Plan. Build out of the Specific Plan will ultimately reconfigure much of the exiting development potential in the General Plan to achieve the Specific Plan Goals, Objectives and Vision.

Employment: The 2008 San Ramon Planning Area estimate for employment was 40,112. The General Plan 2030 build-out is expected to result in a total of 58,769 jobs. As with the other development estimates, the majority of new jobs will result from non-residential development already approved, underway, or programmed. Of the 18,657 new jobs anticipated, approximately 3,042 of those jobs are anticipated to be associated with development in the Plan Area.

LAND USE REGULATORY FRAMEWORK

The General Plan Designation for the Plan Area is Mixed Use which creates additional flexibility in implementing the Specific Plan. The zoning classifications prior to adoption of the Specific Plan are shown in Figure 2.1 and illustrate the range of land use classifications

historically associated with this area. Upon adoption of the Specific Plan land use and site specific development standards will be governed by the Specific Plan.

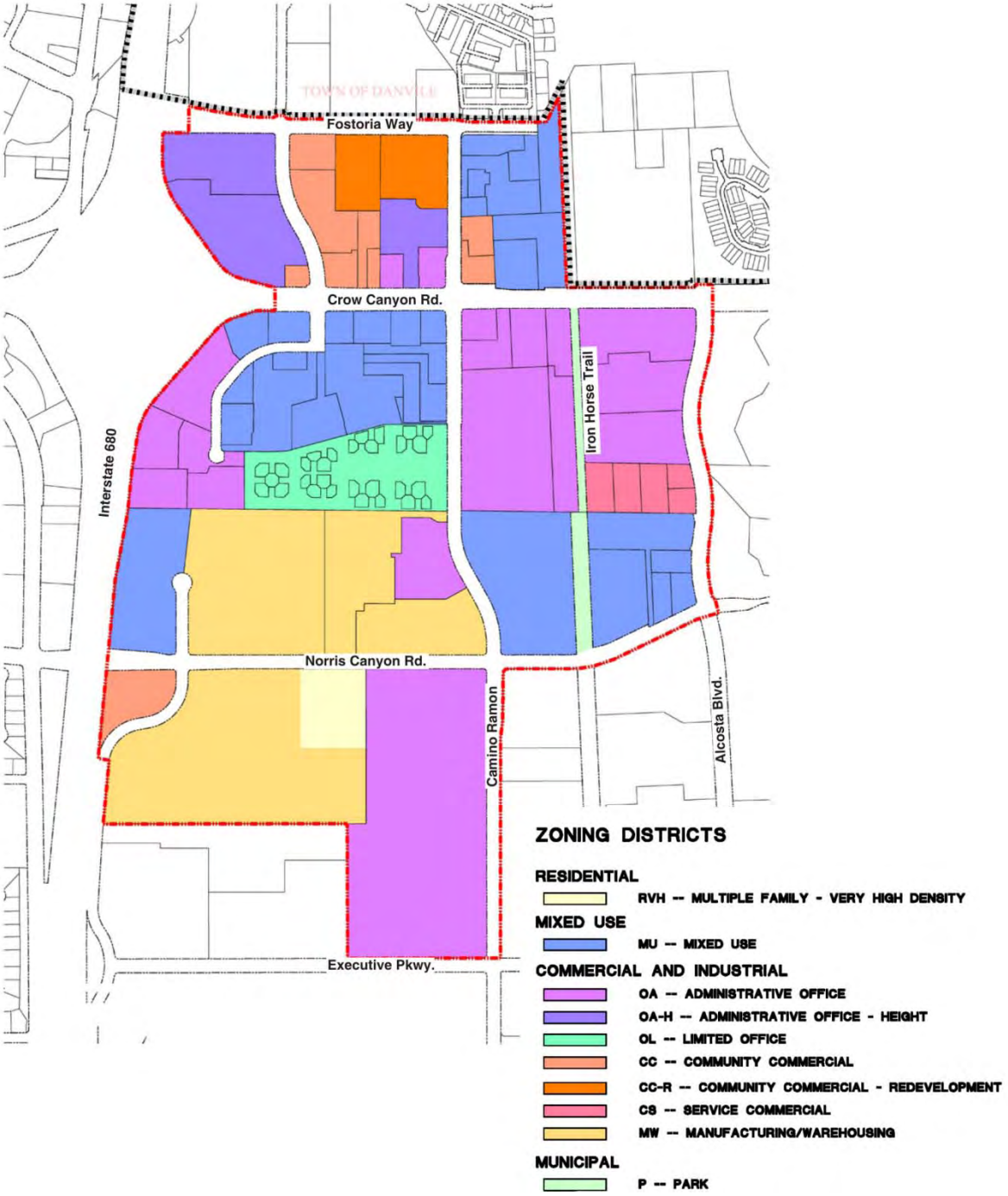

Figure 2.1 Existing Zoning.

SPECIFIC PLAN SUB AREAS: EXISTING CONDITIONS

The North Camino Ramon Specific Plan Area is currently fully built out with primarily one- and two-story structures. The majority of the Plan Area is contained within contiguous parcels of two-acres or more (Figure 2.2). For purposes of identification and description, the Plan Area has been divided into development blocks as shown in Figure 2.3. Figure 2.6 provides an overview of the general distribution of existing land uses within the entire Plan Area and each development block is described in more detail in the sections that follow.

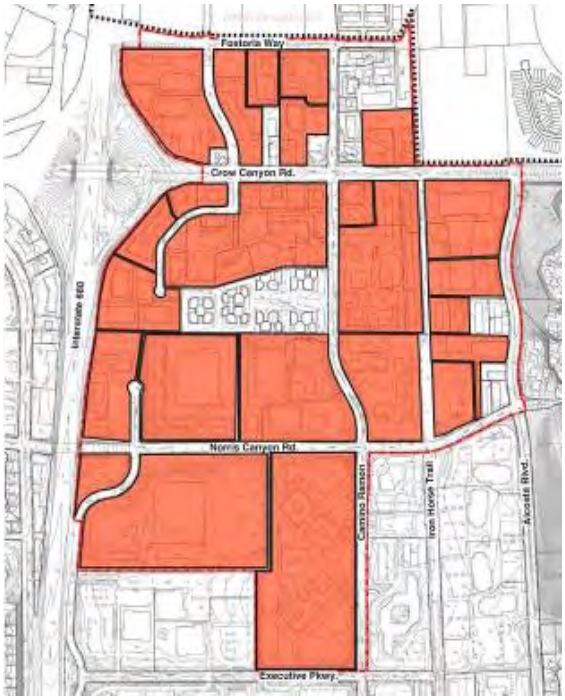

Figure 2.2: Contiguous single-owner land area.

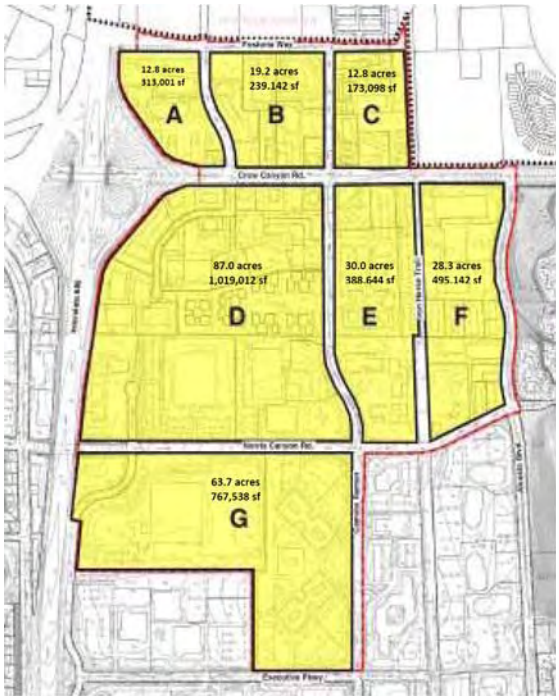

Figure 2.3: Existing conditions block key.

Block A

This area contains two parcels. The smaller parcel houses a gas station at the corner of Crow Canyon Road and Crow Canyon Place, while the larger parcel contains two four-story office buildings, centrally located on the site and surrounded by parking.

Figure 2.4: Block A: Office building.

Figure 2.5: Block A: Gas station.

Figure 2.4: Specific Plan Area.

Block B

Block B consists of several parcels varying greatly in size and shape. Land uses include retail shops, offices, a bank, a sit-down restaurant, a hotel, and a national chain office supply store. The small size and awkward shape of some of the parcels may make them more difficult to redevelop on an individual basis.

Block B: Hotel.

Block B: Office and service commercial uses.

Block B: Shopping center.

Block B: Retail (mid-size floorplate).

Block C

This Block contains a wide range of development projects, both older and newer, including several automotive and service commercial uses. The largest parcel in this development Block is owned by the San Ramon Valley Unified School District and used for a training center and a corporation yard.

Block C: Automotive uses.

Block C: School District site.

Block D

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

Uses in this central Block include the Crow Canyon Commons Shopping Center, buildings on standalone commercial pads, office uses, small commercial condominiums, warehouse space, a health club, UPS distribution center, and the current City Hall.

Block D: Crow Canyon Commons (in-line shops).

Block D: Crow Canyon Commons (anchor grocery).

Block D: Office condominiums.

Block D: UPS and 24 Hour Fitness.

Block E

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

Block E: Iron Horse Trail crossing at Crow Canyon Road.

Block E: PG&E Conference Facility.

Block E: Professional office uses.

Block E: Bishop Ranch 11 office uses.

Block F

Also bounded by three major streets and the Iron Horse Trail, Block F contains a great variety of parcels of varying size and shape. The area contains a mix of commercial uses and the U.S. Post Office for San Ramon. PG&E has a significant tenant presence in the area adjacent to Crow Canyon Road. In 2009, the St. James project was approved in the southern portion of the development Block adjacent to Norris Canyon Road and the Iron Horse Trail. The approved development plan is for 116 residential condominiums with 9 live-work units. These are the first residential units proposed in the Plan Area and are consistent with the overall Plan Vision.

Block F: PG&E offices.

Block F: Housing site- St. James development.

Block F: Iron Horse Trail.

Block F: US Post Office.

Block G

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

Block G: Vacant portion of Toyota parcel-Toyota.

Block G: Toyota warehouse and offices.

Block G: Bishop Ranch 6 offices.

Block G: Bishop Ranch Pet Clinic.

EXISTING DEVELOPMENT INTENSITY

The development intensity of the North Camino Ramon Specific Plan Area is relatively low, indicative of the period over which much of the development occurred**.** The average Floor Area Ratio (FAR) is 0.31. Floor Area Ratio is the net floor for all structures on a lot/site divided by the gross area of the lot/site. The allowed FAR under the conventional Zoning ranges from 0.35 for Retail Shopping, 0.50 for other commercial and office uses, and 0.70 for areas already zoned for Mixed Use. Figure 2.25 shows the current Floor Area Ratios for the seven major development Blocks described previously.

Figure 2.5: Building coverage and current floor area ratios.

Another common measure of development intensity is building coverage (Figure 2.5). By this measure, the Plan Area has low development intensity because of the large amount of surface parking and landscape area surrounding the buildings. Low building coverage and large amounts of surface parking discourage a pedestrian friendly environment where one may park once and walk between destinations (e.g., between one's office and the health club).

OTHER PLANNING INFLUENCES

In addition to the existing retail presence and employment based in and adjacent to Bishop Ranch, there are a number of additional factors that contribute to the land use opportunities in the Plan Area:

Freeway Access and Exposure:

The Plan Area's location immediately adjacent to the I-680 freeway corridor and the premium placed on that exposure by large retailers and major office tenants offers a unique opportunity to attract high quality businesses that are not currently represented in San Ramon.

City Center and Crow Canyon Specific Plan:

The approved City Center project is envisioned as a focal point for the City, and featuring a mixed-use blend of retail, office, entertainment, and residential structures along with a new City Hall, Library and Transit Center. The Crow Canyon Specific Plan Area is planned as a mix of uses to include commercial buildings, residential units and hotel rooms. Located geographically between the two, the North Camino Ramon Specific Plan is intended to provide additional redevelopment opportunities to complement, these two other community visions.

Central Park and Iron Horse Trail:

Central Park, a primary City resource, is located within a 10 minute walk from the Plan Area and offers recreational opportunities for future employees and residents of the Plan Area. The Iron Horse Trail (IHT), is the primary bicycle and pedestrian trail within the City, provides an easy and direct connection between the Plan Area, Central Park and the City Center project area. The IHT extends approximately 18.5 miles from the Alameda County line north toward Concord and provides north-south, non-motorized connection to destinations within the City and surrounding communities.

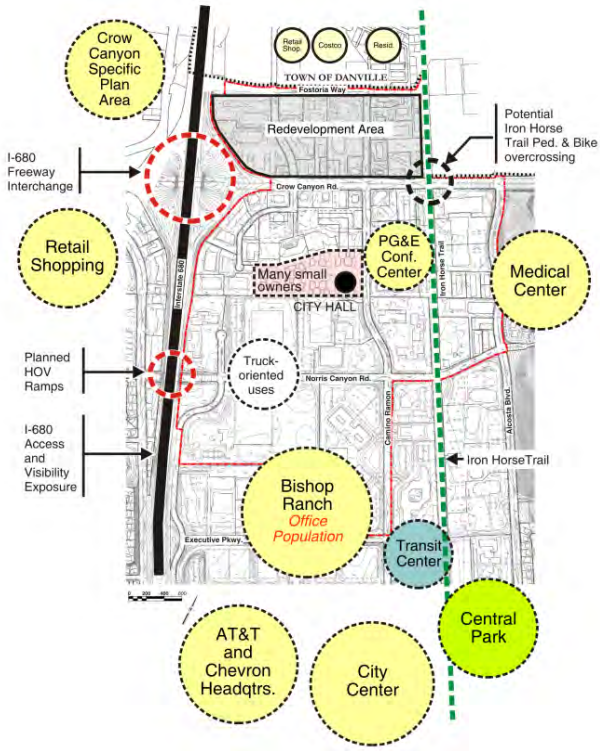

Figure 2.6: Planning Influences.

HOV Ramps:

The Contra Costa Measure J Transportation Sales Tax Expenditure Plan identifies transit corridor improvements for the Tri Valley area. Among those corridor improvements projects are proposed HOV (High Occupancy Vehicle) on and off ramps at Interstate 680 and Norris Canyon Road which is currently being studied. The future addition of the HOV ramps coupled with transit centers in the Plan Area and the City Center project will provide additional opportunities for transit-oriented development, Transportation Demand Programs which will improve traffic conditions in and around the Plan Area.

MARKET OVERVIEW

The specific plan area will benefit from the following foundations for future growth, which will create development opportunities:

- A 44,000 employee job engine already exists in or near the Specific Plan Area.
- Employment surrounding the area includes Bishop Ranch and neighboring office and retail properties. Major employers include Chevron, AT&T, PG&E, and the San Ramon Regional Medical Center.
- Bishop Ranch, with 30,000 employees and approximately 8 million square feet of Class A office space, is a premier office park in the Bay Area.

- Sunset Development Company within Bishop Ranch controls approximately 4.5 million square feet of premier Class A office space, and will be a potential source of growth internally as well as attracting important office users region-wide.
- The City Center project is planned as a premium, high-density mixed use development with up to approximately 680,000 office gross square feet, 169 hotel rooms, 635,000 retail square feet, and 487 residential units.
- San Ramon demographics are becoming stronger, with high household incomes and education levels.
- The presence of successful retailers and hotels in or near the Specific Plan area, including Target, Whole Foods, Homegoods, BevMo and the San Ramon Marriott.
- Existence of many large undivided parcels in the Specific Plan Area.

Retail Potential:

A San Ramon Retail analysis estimated local retail demand of up to 1 million square feet of regional-serving retail in San Ramon. Region-serving, fashion-oriented retail demand will likely be met by the planned City Center which is expected to have an emphasis on fashion-oriented, high-end department stores and specialty retailers supported by food and entertainment uses.

Opportunities exist in the Specific Plan Area for larger format retailers in the range of 20,000 to 50,000 square feet. These retailers seek strong sites that have freeway identity or close proximity to established major retailers such as Costco, which is located just outside the northern edge of the Specific Plan Area in the Town of Danville. Additionally, there is also a potential opportunity for a large home improvement center on the order of magnitude of 100,000 square feet.

A concentration of restaurants is another opportunity that might be attracted to the pedestrian/bicycle-oriented environment envisioned for the Plan Area. There are over 40,000 employees working nearby whom could support restaurants during the weekday while the residential population would provide additional support on nights and weekends.

Potential new housing units in the Plan Area could also support neighborhood-serving retail. Neighborhood-serving retail typically has a street emphasis and tends to be more focused on neighborhood services, food establishments, and groceries.

Office Potential:

San Ramon is an office center among the Tri-Valley cities, with an inventory of 9.3 million square feet of office space, or 35% of the region's total. This position is driven by the presence of one of the Bay Area's premier office parks, Bishop Ranch, which contains 8 million square feet of Class A space, including headquarters for Chevron and AT&T. In addition, PG&E has a substantial presence in the specific plan area, and demand for medical center office space is growing in proximity to the San Ramon Regional Medical Center.

A strong office base now exists within San Ramon, and demand for additional office space is expected to continue. Based on ABAG employment projections, over the next decade or so, there will be an estimated demand for another 1.6 million square feet of office space in San Ramon. Office product in the specific plan area is expected to consist of higher density

development with structured parking. Sunset Development is planning to build up to 680,000 gross square feet of Class A space at City Center in the mid-term, which will limit such opportunities in the specific plan area. However, after the Bishop Ranch space has been added, major office development could occur in the specific plan area. Until then, office development is expected to be limited to small scale infill space in mixed use developments.

Residential Potential:

There are opportunities for large-scale mixed use projects in the Plan Area. In addition to latent strong housing demand in the Tri-Valley and its diverse economic base, there are other market factors contributing to the strength of San Ramon's future housing market despite the 2008-09 national recession. The City's office market is expected to continue to attract employment growth both internally and from the region, and employees are increasingly interested in living near work. The popularity of the lifestyle created by living close to jobs is influenced by benefits including reduced travel times, increased use of transit, decreased traffic congestion, and improved health. Neighboring Bishop Ranch, the existing PG&E facilities, and the San Ramon Regional Medical Center, all within easy walking distance of the Plan Area via the Iron Horse Trail, offer a substantial number of potential buyers and renters for residential units constructed in the Specific Plan Area.

See Appendix C for an expanded market overview summary.

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CHAPTER 3:

VISION

Chapter 3
VISION

In initiating the Specific Plan process, the City established the fundamental purpose for the Specific Plan and an initial vision for how that purpose could be realized in the North Camino Ramon Specific Plan Area.

SPECIFIC PLAN VISION

Since the Plan Area was originally developed, there have been significant changes to the community and region. As the region continues to develop there has been an increased emphasis on the need to grow in a smart and sustainable way. It is important locally that new growth meets the existing and future needs of the community while minimizing negative impacts to quality of life. Smart Growth, as a planning philosophy, is a way to promote resource and environmental protection while aligning socioeconomic factors such as housing, employment and mobility to create livable communities. Smart Growth, as a tool for development, can be expressed in both its physical built form as well as livability measures based on the relationship to the surrounding area and specific needs of the community. Therefore, livability, or what is defined as a livable community, provides for a variety of interpretations by a range of user groups and Community values. One vision of a livable community is described as:

> *"an attractive, pedestrian-oriented and easily accessible neighborhood, with houses close to shops, restaurants, workplaces, entertainment, and other activities. There are parks and great public spaces. People have choices in the types of homes provided, and new housing meets a variety of income ranges. For many, it is possible to commute to work by train or bus". (Greenbelt Alliance webpage)*

Smart Growth, as a tool to create livable communities, is characterized as the creation of:

> *"compact, transit-oriented neighborhoods that are walkable, bicycle-friendly with nearby schools, jobs, and shops and a range of housing choices for people of all income levels". Smart Growth is a means to create "livable communities, towns and cities that are economically, environmentally and socially sustainable". (Greenbelt Alliance webpage)*

The General Plan 2020 established the fundamental framework for smart growth in San Ramon, which has been continued through the policies of the General Plan 2030. The visioning process for the Specific Plan builds on the Smart Growth mandated of Measure G and General Plan 2030, while recognizing that demographics, development patterns, industry, market trends and technology continue to evolve. The Specific Plan, as an implementation tool of the General Plan, will further refine the policies of the General Plan while adding new policies to satisfy the purpose and vision for the Plan Area.

Specific Plan Purpose: **To create a long range, Smart Growth land use plan that can serve as a stimulus for economic development and planning, while enhancing livability, quality of life and meeting the needs of the residents of San Ramon.**

The Specific Plan Vision will guide existing and future development in this area and by actively promoting General Plan and Specific Plan policies and principles to increase vitality, improve economic and environmental sustainability, while enhancing the shopping, services, lifestyle and entertainment opportunities available to the residents of San Ramon.

BUILDING THE VISION

Today, the Specific Plan Area is an automobile-oriented, low-density commercial area with little physical or visual relationship among its many retail, commercial service, and office uses. The Specific Plan envisions a long term development future based on Smart Growth principles for transit- and pedestrian-oriented, mixed-use districts with a blend of retail, service retail and workforce housing, in proximity to new and existing jobs. The Plan Area will have its own scale, sense of place and focus that is intended to be complementary and supportive of the City Center Project, Crow Canyon Specific Plan and the employment base of Bishop Ranch.

The Plan Area will evolve over an extended number of years as the Vision is implemented. Individual land uses and building types will also evolve over time, and may be very different from the norms of today. To ensure continuity within the Plan Area, the Specific Plan contains detailed goals and Policies illustrated by the Conceptual Land Use Plan (Figure 3.1). The Conceptual Land Use Plan is organized around a system of streets and public spaces that will form a framework for future land uses, architectural diversity, and provide implementation flexibility to take advantage of development opportunities as they arise within the Plan Area.

CONCEPTUAL LAND USE PLAN, GOALS AND POLICIES

The following are the Goals and Policies for implementing the Specific Plan Vision. They are the basis for the development of the Conceptual Land Use Plan and the guiding principles by which future development concepts will be evaluated. The Goals and Policies are not intended to be absolute, but layout a foundation for the implementation of the Specific Plan Vision. Additional and more specific Goals and Policies related to Public Spaces, Circulation and Transit, Street Design, Parking, Utilities, and Public Facilities can be found in their respective Chapters.

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

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

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

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

The Specific Plan's Public Art Program is intended to be an extension of the existing Art in Public Places program. The purpose of this policy is to encourage a comprehensive public art program for the Specific Plan area. The Specific Plan public art program would look at

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The goal of the policy is to achieve the minimum 15% must-build requirement for affordable housing. Allowing an alternative affordable housing program is recognition that each projects has unique circumstances and is consistent with General Plan Implementation

Policy 11.1-I-4 that allows the City to negotiate for appropriate affordable housing units based on the project conditions and type of housing units.

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

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

CONCEPTUAL LAND USE PLAN COMPONENTS

The Section contains descriptions and illustrative images of the element of the Conceptual Land Use Plan (Conceptual Plan). The Conceptual Plan has development potential associated with it for the purpose of analysis; however, the specific development details and design aesthetic will be evaluated on a project by project basis against the plan concept and goals for the Specific Plan.

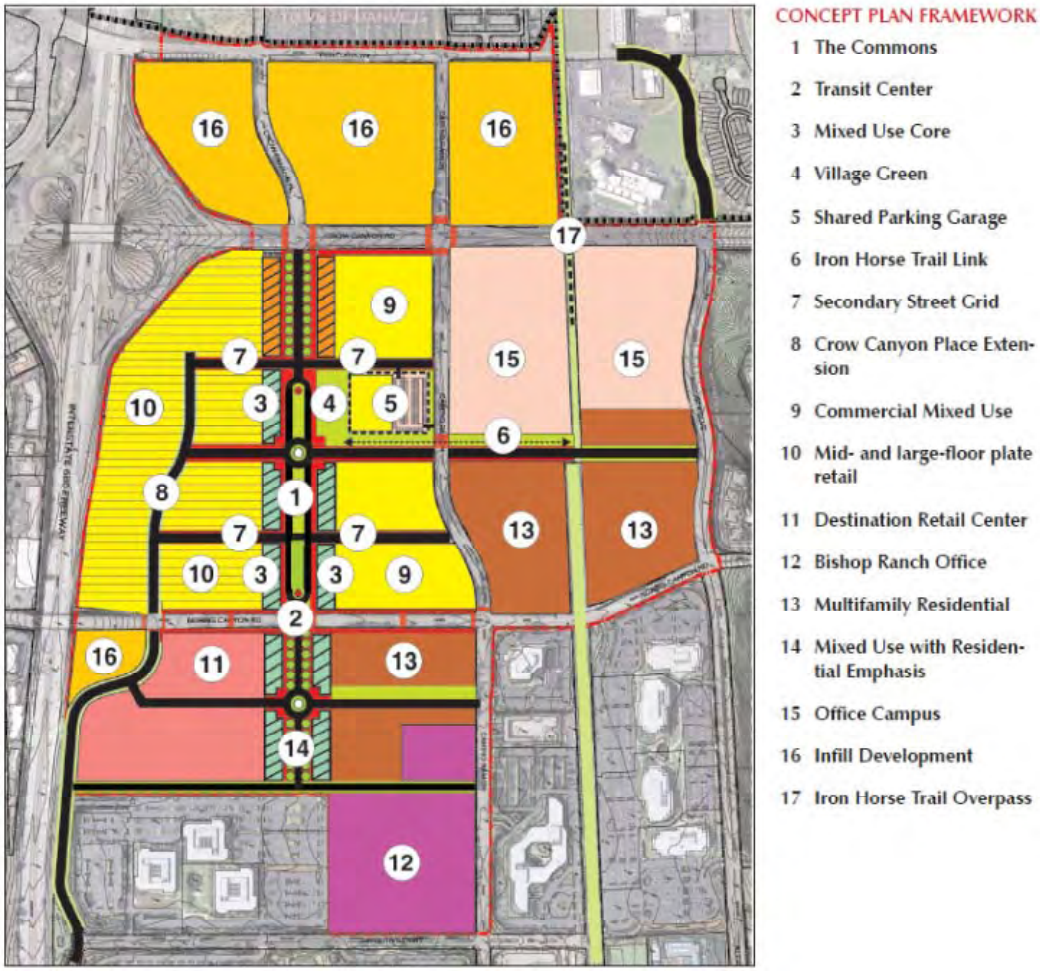

Figure 3.1: Conceptual Land Use Plan.

Mixed Use Core

The Mixed Use Core, as shown on the Conceptual Plan (Figure 3.1), is envisioned to consist of retail, restaurants and commercial services lining The Commons public space, with outdoor cafes and merchandise displays provide for an active and vital streetscape. This mix of uses and visual interest encourages pedestrian activity and makes the *park-once and walk* shopping possible and appealing. Residential units and/or other commercial uses will occupy upper floors above the active ground floor uses to provide additional vitality, and place residents, employees and visitors in close proximity to a multitude of goods, services and activities.

Examples of residential units/office over active ground floor commercial uses.

Shared Parking Resources

Shared parking is a fundamental goal of the Specific Plan. Centralized parking will reduce the overall number of parking spaces needed, lower individual property owner's cost of providing parking, and encourage one-stop shopping. An overall parking management plan will encourage the use of shared parking throughout the Plan Area to take advantage of the mix of uses. A centralized parking facility/structure is envisioned within the central core (Figure 3.2), that would be within easy walking distance of the entire plan area.

Restaurants, cafes, and outside dining will add variety and vitality to the Village Green and The Commons frontages.

Figure 3.2: Potential public parking structure.

The Village Green and shared parking structure.

TRANSIT CENTER

When dictated by future development and increased transit demand, the existing Transit Center, currently located on Executive Parkway near Camino Ramon, will be relocated to a central location in proximity to The Commons public space and Norris Canyon Road. The transit center relocation will place all parcels within the Plan Area within a 10 minute walk, making access to jobs, stores and restaurants in the area convenient, and encourage residents within the area to take transit to their jobs elsewhere. A relocated Transit Center along the Norris Canyon Road corridor will take advantage of the planned HOV on-off ramps at the intersection of Norris Canyon Road and the I 680 freeway and improve transit access to the Plan Area.

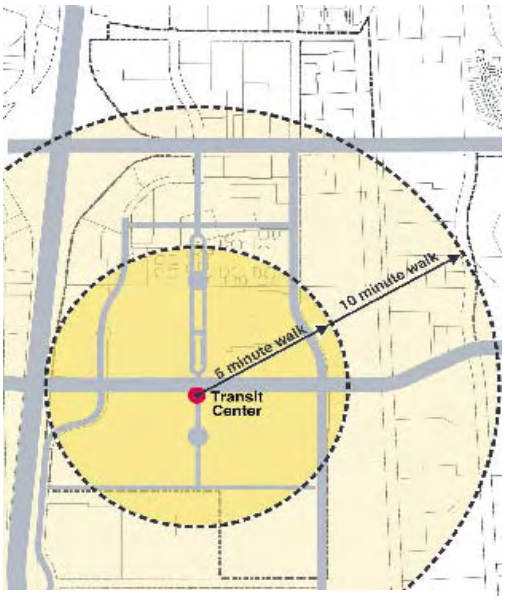

Figure 3.3: Potential Transit Center location.

DESTINATION RETAIL

Larger sites along Crow Canyon Place (Figure 3.1 #2 and #10), can accommodate new retail opportunities for stores and complexes that are currently missing in San Ramon, and for which residents now travel longer distances to other communities by car. The vision includes an integration of these uses into the adjacent pedestrian-oriented Commons through urban design improvements and by the adoption of the increasingly common use of structured parking in support of ground floor retail uses. Innovative designs and mix of uses will be encouraged to reduce the visual scale of larger buildings, and provide a well-landscaped pedestrian environment.

Crow Canyon Place will accommodate larger stores within a pedestrian-friendly environment, and provide easy access to Norris Canyon Road.

Larger stores will be integrated into the pedestrian environment of Central Core area.

COMMERCIAL MIXED USE

Additional commercial uses complementary to those in the Mixed Use Core will provide a complete mix of uses to serve the needs of the community and residents in the area (Figure 3.1 #9). Supermarkets, specialty markets, and drug stores may prefer the easy access provided by Camino Ramon, while larger office uses and smaller stores will increase the vitality of the Mixed Use Core.

Private parking facilities with ground floor retail and townhouse frontages will maintain the rich visual diversity for pedestrians in this core area.

Examples of commercial mixed use.

MULTIFAMILY RESIDENTIAL

A wide variety of higher density housing is envisioned to be located throughout the area (Figure 3.1 #13). Loft units, apartments over retail stores, apartment and condominium buildings, townhouses, row-houses, and live/work units will all be encouraged to meet the needs of the community and provide housing near the large number of existing and future jobs within Bishop Ranch and the surrounding area. Small commercial uses will be integrated into ground floors to provide nearby services for residents and to enliven major pedestrian routes to encourage walking throughout the Plan Area.

Multifamily neighborhood with commercial services.

Examples of townhome and multifamily developments.

BISHOP RANCH OFFICE

The consolidation of existing Bishop Ranch office space from other parcels within the Specific Plan Area will be encouraged to allow more intensive development of other commercial and residential uses that are supportive of the Plan Vision and Bishop Ranch (Figure 3.1 #12). The future development in this area could develop as an extension of the City Center mixed use concept to provide additional opportunities to meet the needs of the community and reinforce the connection between the plan areas.

Examples of mixed use office development.

OFFICE CAMPUS

The current collection of office and office-support uses will evolve over time as a single or multi-user office complex (Figure 3.1 #15), within an integrated landscaped environment similar to other corporate office campuses in the nearby Bishop Ranch. Offering a unique and high quality working environment, this area will enable employees in these offices to easily walk to The Commons for lunch time dining and errands without the need to drive. Shuttles between the Plan Area and City Center project would have the potential to expand the daytime shopping and dining opportunities for the employees within the Plan Area, Bishop Ranch and surrounding areas.

Examples of office campus uses.

INFILL DEVELOPMENT

All the currently developed parcels within the Plan Area will continue to evolve over time as existing businesses expand, opportunities for new commercial uses emerge, and as development patterns mature to include higher densities and more efficient parking and land use solutions. As such, the Specific Plan expects that infill development proposals will occur over time while actively supporting existing businesses through the interim use standard that will allow for the continuation of existing uses until such time as change is viable and makes sense for a property and/or business.

Infill development/adaptive reuse.

STREETS

Currently separated segments of Crow Canyon Place, along the western edge of the central block of the Plan Area, will be linked, and additional internal streets will be added to increase travel options and encourage pedestrian movements among the various areas. Special emphasis will be given to creating a unified walkable pedestrian environment within the core area. While most street locations will be defined, some will remain flexible to accommodate special uses and development opportunities. Figure 3.4 illustrates the existing street system to remain (black), and the anticipated new streets (red). Dashed streets are approximate in location and are intended to be more flexible to provide internal access and circulation to some of the larger blocks within the Plan Area.

Figure 3.4: Existing and propose street system.

PUBLIC SPACES

Sidewalks, landscaping, parks, and active public spaces as envisioned will complement the street system, enhance the public realm, and provide active and passive recreation opportunities for residents of the City and the Plan Area. As a whole, these elements will provide a strong visual identity to the Plan Area, and enhance the commercial and residential environment.

Major elements of the public space system include:

- The Commons linear park.
- Village Green Public activity space adjacent to The Commons.
- Wide sidewalks with extensive street tree and other landscaping.
- A broad landscape open space and pedestrian/bicycle link between The Commons and the Iron Horse Trail.
- Active and passive public spaces integrated into residential developments.
- Paseos, pedestrian pockets, and mini-parks integrated into individual developments.

Additional detail related to the public space vision and components is provided in the Chapter 5-Public Spaces.

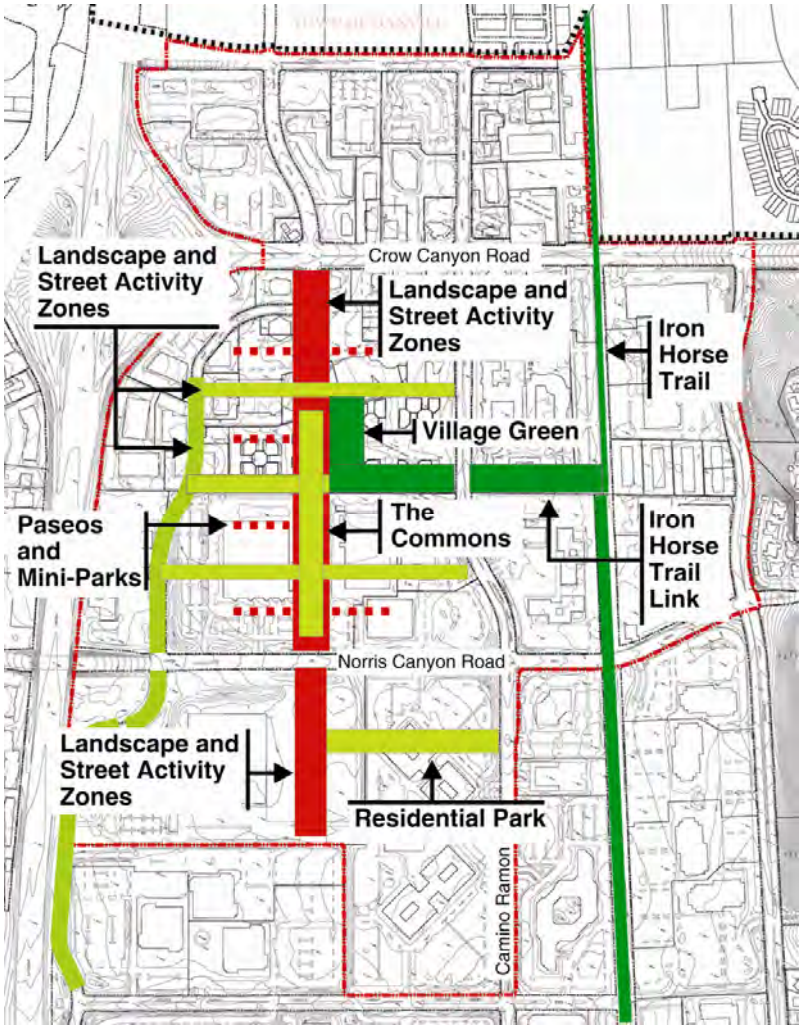

Figure 3.5: Proposed public space system.

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CHAPTER 4:

LAND USE

Chapter 4
LAND USE

The land use standards of the Specific Plan are intended to facilitate the orderly development of land within the Plan Area toward a coordinated land use vision. The anticipated land use program and trip budget contained in this Chapter define the vision and level of anticipated future development. These Land Use standards, along with the Development Standards and Design Guidelines contained in the following Chapters, will allow the Specific Plan Area to develop over time into a balanced and diverse mix-use environment.

DEVELOPMENT PROGRAM

The Conceptual Plan, shown in Chapter 3 Figure 3.1, was prepared to demonstrate one approach to achieving the Plan Vision, and to assist in developing policies and implementation strategies consistent with the General Plan. This Conceptual Plan was also used to estimate a development profile for the Plan's Vision, recognizing that the entire Plan Area will not likely build out to the maximum FAR, and that such a level of development might not be achievable without substantial investment in public transit and infrastructure to serve the Plan Area.

The Development Program in Table 4.1 represents the estimated maximum development (existing and new) that would be accommodated through the Plan Area build-out. This program has been used in evaluating the environmental impacts of development and formulating mitigation measures where needed. The estimated maximum development represents an increase of average overall development intensity within the Plan Area from its current FAR of 0.31 to 0.6.

Table 4.1: Projected Development

Category	Square Feet		
	Commercial	**Residential**	**Total**
Existing Conditions	3,395,000	—	3,395,000
Development Potential Prior to the Specific Plan	4,902,000	1,236,400 (1,124 units)	6,138,400
Specific Plan Buildout	**5,070,000**	**1,650,000 (1,500 units)**	**6,720,000**
Development Increase from Existing Conditions	1,675,000	1,650,000	3,325,000
Development Potential Increase with Specific Plan	168,000	413,600 (376 units)	581,600
Notes: Residential units are assumed to be an average of 1,100 square feet. Figures are approximate and have been rounded off.			

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

- ***Policy LAND -1.1:*** Develop criteria for interim uses and allow for the continued use of existing properties until such time as new development is proposed.
- ***Policy LAND -1.2:*** Encourage site improvement and upgrading of the visual appearance of existing structures, parking lots, landscaping, and signage associated with existing development and continuation of interim uses.
- ***Policy LAND -1.3:*** Encourage new project investment and reinvestment in existing properties through development incentives such as increased FAR, Density Pool/bonuses, shared parking resources and other appropriate measures.

FLOOR AREA RATIOS

The maximum average Floor Area Ratio (FAR) for the Plan Area as a whole is 0.70. The base FAR for individual properties is set at the maximum FAR per the City's Zoning Ordinance prior to adoption of the Specific Plan. Additional floor area above the base FAR is available from the Density Pool outlined as a part of the Plan's implementation program (see Chapter 11).

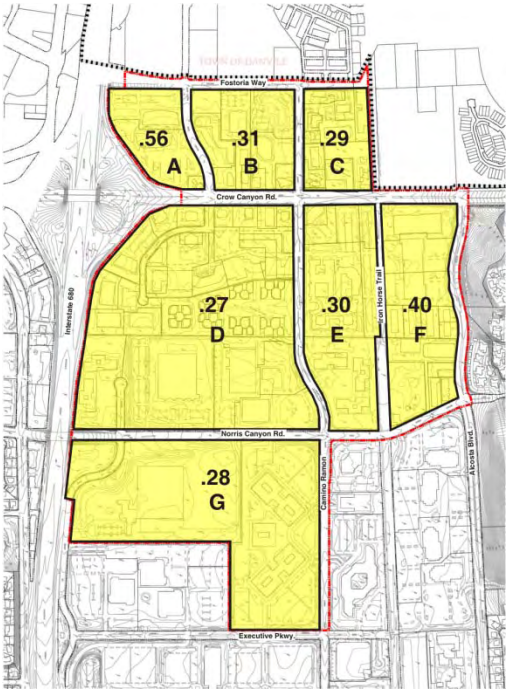

Figure 4: Existing Floor Area Ratio by Block.

Additional FAR may be allowed on individual parcels based upon the following criteria:

- An additional floor area bonus above the base FAR may be allowed for projects covered by Development Agreements or that include infrastructure, parking and public amenity improvements.
- An additional floor area bonus of up to 1.0 FAR may be allowed for projects providing workforce housing in excess of the 25% (15% must build) outlined in Specific Plan Policy Vis-3.5.
- An additional floor area bonus of up to 1.25 FAR may be considered for exceptional projects which meet two or more of the following criteria:
    - Work force housing in excess of an additional 5% over the City's minimum requirement.
    - Restaurant and/or support commercial uses in primarily residential projects equal to or greater than 3% of the total residential floor area, excluding parking and common facilities (e.g., community rooms and pool structures).

- Significant public amenities.
- Exceptional urban design and architectural design quality as determined by the City.

Structured parking will not be included in the Floor Area Ratio calculation when below grade, located at least twelve feet above grade, or ringed by commercial or residential building space to visually screen the structure from view.

VEHICLE TRIP BUDGET

The City's intent is to allow a great deal of flexibility in the implementation of new development throughout the Plan Area, recognizing that Specific Plan implementation will occur over a relatively long span of time, and all future market opportunities and forces cannot be known at this time.

To provide this flexibility, while accommodating the amount of traffic generated by increased development intensity, a Vehicle Trip Budget has been established for the Plan Area to allow development flexibility and ability to monitor development over the broad Plan Area. Total daily AM and PM Peak Hour trips have been established as shown in Table 4.2. These budgets will be used in evaluating individual development proposals and track traffic generation associated with the Plan Area.

Table 4.2: Plan Area Trip Budget

Daily	AM Peak	PM Peak
49,250	1,855	4,156

LAND USE PLAN DISTRICTS

The General Plan Mixed Use Designation for the Specific Plan Area is intended to promote a wide variety of mutually supportive land uses and flexibility. All the Specific Plan Land Use Districts (Figure 4.2) are mixed use in nature, but have a primary and secondary use concept that is consistent with the Vision of the Specific Plan (Chapter 3). The Land Use District (District) descriptions provide the primary guide for land use intent with the Land Use Classifications in Table 4.3 providing specific guidance by District. The Zoning Administrator may require Land Use Permit approval for those uses not clearly identified within the Use Classification in Table 4.3, or when establishment of a use not clearly defined as part of the District's intent. The Zoning Administrator may also use the Zoning Ordinance's use definitions in determining land use classifications and consistency with mixed use District intent.

The land use requirements only apply to changes in use and new development; however, existing uses have a right to remain and continue to operate as approved and are subject to the interim use and legal nonconforming standards discussed in this Chapter and within the Zoning Ordinance. The Land Use Plan Districts shown in Figure 4.2 are described on the following pages.

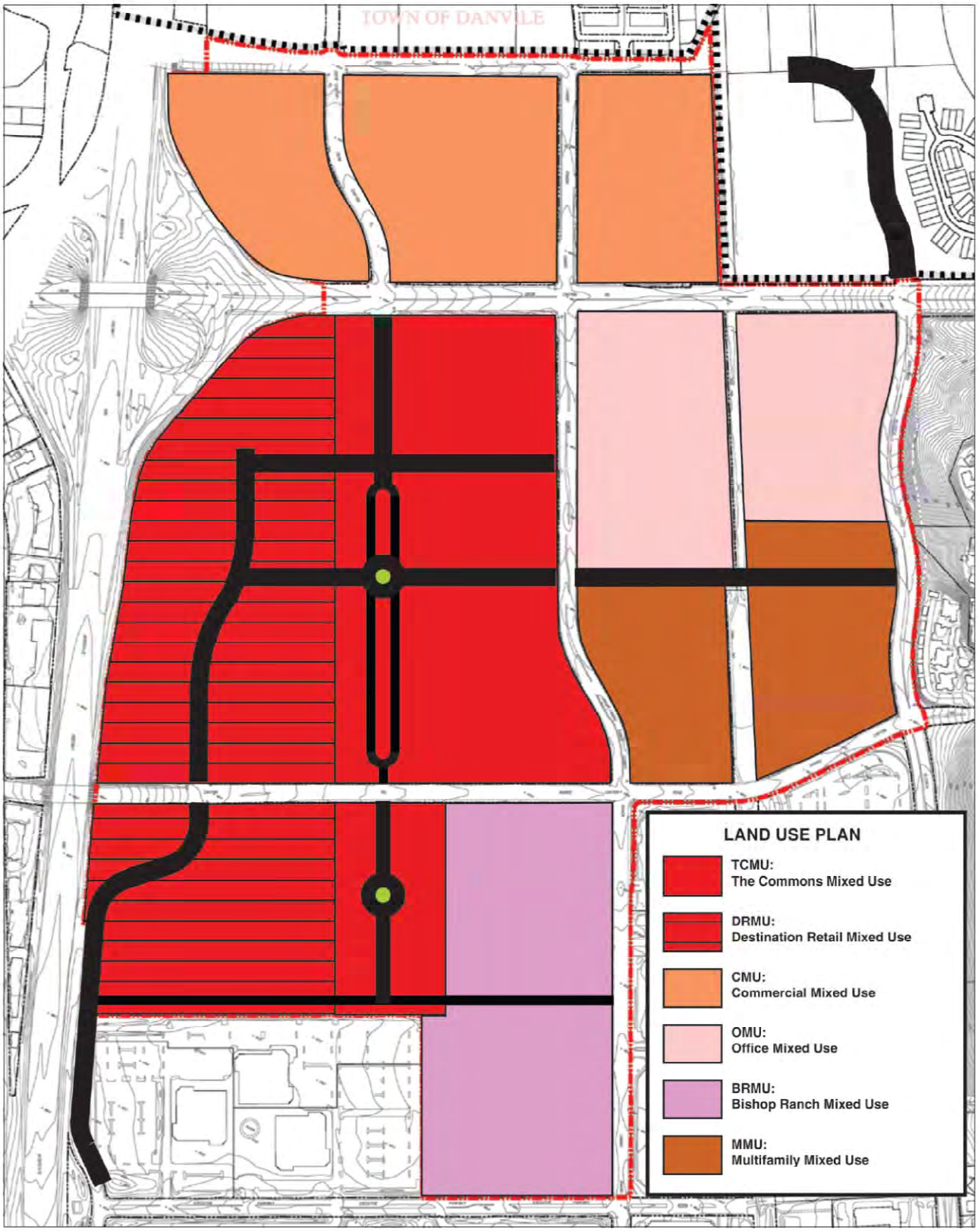

Figure 4.2: Land Use Plan Districts.

The Commons Mixed Use (TCMU)

The TCMU District represents the Mixed Use Core of the Specific Plan Area. Primary uses are for ground-floor retail, restaurant and commercial services uses that lend themselves to a pedestrian-oriented environment along Crow Canyon Road, Camino Ramon, Norris Canyon Road and Crow Canyon Place as well as The Commons (a future north-south street) and future east-west streets. Secondary uses on upper levels and set behind the street front such as residential, office, studio and other services that support an active pedestrian streetscape are encouraged. Ground floor residential and flex space uses that are adaptable for commercial may be considered with approval of a use permit. Alterative development setbacks associated with ground floor residential and flex space uses may be allowed as part of the use permit process based on finding of consistency with the purpose and intent of the Specific Plan. The Transit Center, public spaces and paseos are encouraged to enhance pedestrian experiences as well as structured or centralized parking to support the walkability within the District.

Destination Retail Mixed Use (DRMU)

Primary land uses in the DRMU are envisioned as larger retail and commercial uses that serve both community and regional purposes. These uses are located in the western portion of the Plan Area along the Crow Canyon Place extension, both north and south of Norris Canyon Road. Restaurants and smaller commercial opportunities coupled with a combination of surface, on-street and structured parking provided support for the destination retail components and added to the pedestrian realm. Secondary uses such as residential, office and other services are encouraged on upper levels; however, may also be permitted at the ground level, subject to findings of consistency with the economic goals of the Specific Plan. As with the TCMU, alterative development setbacks associated with ground floor residential and flex space uses may be allowed as part of the use permit process based on finding of consistency with the purpose and intent of the Specific Plan.

Commercial Mixed Use (CMU)

The CMU most closely resembles the Mixed Use Zoning designation within the Zoning Ordinance and recognizes the opportunities for infill development to be built at relatively high densities with efficient parking utilization north of Crow Canyon Road and south of Fostoria Way. Primary uses include general commercial and retail, with secondary uses supportive of office, residential. The existing Service Commercial presence within the area is supported as permitted and conditionally permitted uses within the District based on the prior CS zoning designation within the Zoning Ordinance (Appendix D).

Office Mixed Use (OMU)

The OMU largely reflects the primary office and conference facilities already within the District with an understanding that there are additional opportunities for office park/office campus, uses in proximity to the Specific Plan's residential component and Mixed Use Core. Located on both sides of the Iron Horse Trail, south of Crow Canyon Road and, east of Camino Ramon, the District is within walking distance from residences immediate to the south and is adjacent to a future Iron Horse Trail overcrossing above Crow Canyon Road. Secondary uses include ground floor support retail and service uses with residential above. Ground floor residential may be considered when consistent with the economic goals of the Specific Plan.

Bishop Ranch Mixed Use (BRMU)

The BRMU envisions a consolidation of the existing Bishop Ranch building pattern into a more development pattern, thus creating opportunities for additional development consistent with the Specific Plan Vision. Primary uses within the area will remain consistent with the office focus of Bishop Ranch with new opportunities for support retail, services, restaurants and residential uses. Both vertical and horizontal land use configurations can be considered with an emphasis placed on the support for the daytime population of Bishop Ranch, adding housing opportunities for employees of Bishop Ranch, enhancing the pedestrian character of Camino Ramon streetscape and connectivity between the Plan's commercial core and City Center project.

Multifamily Mixed Use (MMU)

The primary vision for the District is for housing with a range of product types, including lofts, condominiums and apartments envisioned at densities from 20 to 50 units per acre; however, the specific unit count for a project may be higher based on the site conditions and the site's ability to accommodate the proposed density. Located on both sides of the Iron Horse Trail north of Norris Canyon Road, east of Camino Ramon, the area has nearby open space and recreation as well as commercial uses to serve residents and visitors. Live/work units are also an option for development as well as secondary ground-floor uses that provide services for residents and enliven pedestrian routes are encouraged. Office and studio uses may be permitted subject to findings of consistency with the economic goals of the Specific Plan. The existing Service Commercial presence along Alcosta Blvd. is supported as permitted and conditionally permitted uses within the District based on the prior CS zoning designation within the Zoning Ordinance (Appendix D).

Table 4.3 Allowed Land Uses by Specific Plan District

LAND USE CLASSIFICATION	TCMU	DRMU	CMU	OMU	BRMU	MMU
GENERAL RETAIL						
Accessory retail and services	P	P	P	P	P	P
Auto and vehicle sales and rental	-	UP	UP	-	-	-
Convenience store	P	P	P	P	P	P
Drive-through retail/eating/pharmacy or similar uses	-	UP	UP	-	-	-
Eating/Drinking Establishment	P(1)	P(1)	P(1)	UP	P(1)	UP
Food and beverage sales - Chain grocery and Specialty food store	P	P	P	-	P	-
Pharmacy/medical supplies	P	P	P	MUP	P	MUP
Retail, general - 10,000 sf or less floor area	P	P	P	P	P	P
Retail, general - >10,000 sf to 25,000 sf floor area	MUP	P	P	MUP	MUP	UP
Retail, general - >25,000 sf to50,000 sf floor area	UP	P	P	UP	-	-
Retail, general - over 50,000 sf of floor area	UP	UP	UP	-	-	-
Outdoor storage, retail sales, display and other activities	MUP	MUP	MUP	MUP	MUP	MUP

LAND USE CLASSIFICATION	TCMU	DRMU	CMU	OMU	BRMU	MMU
OFFICE AND GENERAL SERVICE						
Professional Office/ Medical Office (not a Medical Clinic)	P(2)	MUP(2)	MUP	P	P	MUP
Research and Development-Limited	MUP	-	MUP	MUP	MUP	-
Medical Clinic, Lab, Urgent Care	MUP(2)	MUP (2)	MUP	MUP	MUP	MUP
Bank/Financial Institution	P	MUP	P	MUP	P	MUP
Personal Services	P	P	P	P	P	P(4)
Service Commercial	-	-	See Appendix D	-	-	See Appendix D
Studio	P	-	P	-	P	MUP
Lodging/Hotel	UP	UP	UP	-	UP	-
Flex Space (adaptable for commercial)	UP(5)	-	UP	-	UP	UP
ASSEMBLY-PUBLIC/PRIVATE						
Conference Facility	-	-	-	P	UP	-
Performance Facility	UP	-	-	-	UP	-
Day Care Center	UP	UP	UP	UP	UP	UP
Meeting Facility	UP	UP	UP	UP	UP	UP
Civic/Quasi-Civic/Cultural	UP	UP	UP	UP	UP	-
Health/Exercise Club	UP	UP	UP	UP	UP	UP
Commercial Indoor Recreation Facility	UP	UP	UP	UP	UP	UP
School - Higher education	UP	UP	UP	UP	UP	-
RESIDENTIAL						
Residential - Ground Floor	UP (5)	UP(3)(5)	UP(3)(5)	UP(3)(5)	P	P
Residential - Second floor (Vertical Mixed Use)	P	UP	MUP	UP	P	P
Live/Work	P (2)(4)	-	UP	-	UP	UP
Emergency Shelter	P	P	P	P	- P	- P
Residential Care, 7 or more clients	-	-	MUP -	-	MUP -	MUP -

P Permitted
UP Conditional Use Permit required
MUP Minor Use Permit required
- Use not allowed

(1) Full alcoholic beverage service and/or live entertainment and/or 13 or more outdoor seats outside an established flex area requires a Minor Use Permit.

(2) Use allowed only on second or upper floors.

(3) Residential units may be allowed on ground floor provided the economic goals of the plan have been met.

(4) Residential units may be allowed on the ground floor where units are utilized to screen parking structures, and not fronting on the Park Commons.

(5) Adjustments to setbacks may be required to address ground residential uses.

INTERIM USE PROVISIONS

Recognizing that the implementation of the Specific Plan may occur over an extended time frame, and that changes to individual properties and uses may not be feasible or desirable in the short term, these interim use provisions have been established to address interim use of properties prior to build-out of the Specific Plan. The intent is that those existing uses will continue to operate under the terms of their original approval until such time as a change of use is proposed or the property is redeveloped.

Legal Nonconforming Status

Upon the adoption of the Specific Plan those previously existing land uses that are no longer consistent with the approved and conditionally approved uses within the Specific Plan are determined to have legal nonconforming status, provided those land uses were legally established before the effective date of the Specific Plan. As such, those legal nonconforming uses are subject to the protections and restrictions outlined in Section D7-2 of the Zoning Ordinance except as modified herein related to interim uses. Properties with multiple tenants and structures that have been designed for multiple tenants shall not lose legal nonconforming status based on partial discontinuance of use. In these situations the use of the property as a whole must be discontinued to lose legal nonconforming status. Prior uses established by a land use permit will continue to have the vested rights and limitations established by the use permit and shall run with the land until such use is replaced by a new use resulting in the discontinuation and revocation of the prior land use permit.

Service Commercial (CS) uses in the MMU and CMU have been added as permitted and conditionally permitted uses within those Districts based on the prior CS designation within the Zoning Ordinance. As such these uses are not legal nonconforming uses, but are allowable in the under the terms of the CS land use table contained in Appendix D.

Minor Physical Alterations

Because of the long term nature of the Specific Plan, the construction of critical infrastructure (Roads, Parking, etc) will require more substantial development projects, that are proportionate to infrastructure needs, in order to be implement planned improvements. In the interim, existing permitted and conditionally permitted uses may require minor modifications and alterations to specific properties as part of their continued use. In these situations, compliance with the Specific Plan development standards and construction of significant infrastructure represents a practical hardship. In these situations, the property owner will have the option of pursuing a minor use permit to allow alterations based on the Mixed Use development standards contained in the Zoning Ordinance (Appendix E) and subject to the following additional findings:

1. The design, location, size, and operating characteristics of the proposed alteration and use are compatible with the existing land uses in the vicinity; and
2. That the proposed alteration is minor in nature and that compliance with the Specific Plan development standards would require roadway and infrastructure improvements that are disproportionate to the scope of the proposed modification; and
3. That approval of the proposed modifications would not represent a barrier to future implementation of the Specific Plan.

PARKING STANDARDS

The Policies of the Specific Plan encourage a compact growth pattern, shared parking to reduce land area and financial resources devoted to parking and encourage the use of alternatives transportation movement within the Specific Plan Area. The standards and policies described in this Chapter have been specially tailored to the unique circumstances of the land use and circulation system for the Specific Plan Vision. Major objectives include:

- Avoidance of excessive parking that would encourage increased automobile travel.
- Encouragement of shared parking.
- Facilitation of *park-once-and-walk* shopping patterns.
- Establishment of a parking district for the central block core area.
- Encouragement of structured parking.
- Minimization of the visual impact of parking lots and structures.

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

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

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

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

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

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

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

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

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

Consider incentives for car-sharing including dedication of off-street parking in Development Block D as preferred parking. "Car-sharing" means a service that provides an integrated network of neighborhood-based automobiles available only to members by

reservation for periods as short as one hour. Development has the option of providing car-sharing spaces in the public garage through participation in the Parking District's in-lieu parking program.

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

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

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

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

Parking District

The City will work with property owners in the Mixed Use Core (Block D) to develop a *Shared Parking Program*, for funding for land acquisition, construction and operation of a public parking structure. Most of the land area within the Mixed Use Core is within an easy 5-minute walk of the identified location of the shared parking structure. See Figure 4.3 for potential boundaries of the Parking District and Shared Parking Program. The program will:

- Assess the relative benefits to each parcel of land; and
- Define one or more parking benefit zones; and
- Establish an in-lieu parking space standard and fee to allow a portion of the parking requirement for new development to be satisfied through funding of a public parking/structure.

Figure 4-3: Potential Parking District.

The percentage of the parking requirement which may be satisfied through the payment of an in-lieu fee will depend on the detail and funding of the Shared Parking Program. However, the goal of the City is to achieve a ratio of 25-33%, if possible, in order to encourage implementation of the Specific Plan goals, reduce the amount of land and structure devoted to parking, and encourage a park-once-and-walk environment.

The City will be open to working with property owners within surrounding areas to explore and implement additional parking districts and/or other mechanisms to further encourage shared parking.

On-Street Parking

Provisions will be made for on-street parking on new streets to provide convenient short term shared parking to serve the broad mix of uses in the area. Construction, maintenance, and management of these resources will be part of a *Parking Management Program*.

Parking Requirements

Parking requirements for the primary land uses that are encouraged in the Specific Plan Area are shown in Table 4.4. Each development project shall provide parking based on these requirements, except where:

- More spaces are required through the discretionary permit review.
- Reductions are granted in compliance with Section D-30 (Reduction of Parking Requirements) in the City of San Ramon Zoning Ordinance.
- Retail and commercial service uses are located within the Parking District as shown in Figure 4.3 and part of the in-lieu fee parking program.

Standards not covered below or special circumstances shall be governed by *Chapter III (Parking and Loading)* in the City of San Ramon Zoning Ordinance.

Table 4.4: Parking Requirements

Commercial Uses	**Min. spaces Required (per 1,000 sf)**	**Maximum Spaces Allowed (per 1,000 sf)**
Retail	3.6	4.0
Office & Professional/Business Services	3.6	4.0
Medical Offices	4.5	5.0
Eating & Drinking Establishment	3.6 (shared parking/ retail center) 8.0 (stand alone development)	4.0 (shared parking/ retail center)) 10.0 (stand alone development)
Health and Exercise Club	3.6	4.0
All other uses	Per zoning code reduced by 10% at the City's discretion.	
Motorcycle Parking (non-residential uses)	1.0 spaces per 50 motor vehicle spaces (minimum dimensions per zoning code)	
Commercial Uses within Block D Parking District (a)		
Retail	3.0	4.0
Office & Professional/Business Services	2.8	4.0
Medical Offices	3.8	5.0
Eating & Drinking Establishment	3.6	8.0
Health and Exercise Club	3.0	4.0
All other uses	Per zoning code reduced by 25% at the City's discretion.	
Motorcycle Parking (non-residential uses)	1.0 spaces per 50 motor vehicle spaces (minimum dimensions per zoning code) (e)	

(Continued on next page)

Table 4.4: Parking Requirements (Continued)

Residential	Min. Required (per unit)	Maximum Allowed (per unit)
Studio	0.8 covered	1.0
1 Bedroom	0.8 covered	1.0
2-3 Bedroom	1.5 (1.0 covered)	2.0
4+ Bedroom	2.0 plus 1.0 per each additional BR exceeding 4 (1.0 covered)	3.0 plus 1.0 per each additional BR exceeding 4
Guest Parking *(Outside Development Block D Parking District))*	0.25 (c)	0.25 (c)
Guest Parking *(within Development* Block D Parking District))	0.25 (c, d)	

Notes:

(a) Required off-street parking for non-residential uses within Development Block D is limited to 25% surface parking. The remaining required off-street parking shall be located within structures on the development property or satisfied through participation in the Parking District's in-lieu parking program.

(b) Excludes outdoor dining seating area within the public right-of-way (i.e., sidewalk café seating).

(c) On-street parking spaces along residential block fronts may be counted in satisfying guest parking requirements.

(d) Residential guest parking within the Development Block D Parking District may be satisfied through participation in the Parking District's in-lieu parking program.

(e) Motorcycle parking requirements for development within the Development Block D Parking District may be satisfied through participation in the Parking District's in-lieu parking program at a proportion of the cost per motor vehicle space as determined in the District's financing plan.

Shared Parking

Joint use of up to 50 percent of required parking spaces may be permitted with a use permit for two or more uses located on the same parcel, adjacent parcels or within 200 feet of the proposed use provided that it can be demonstrated that the uses will not substantially overlap in hours of operation or in demand for the shared spaces.

A Use Permit may be approved to allow shared/collective parking serving more than one use or site and located in a zone in which parking for the uses served is an allowed use. A Use Permit for shared/collective off-street parking may reduce the total number of spaces subject to the following conditions:

- The spaces to be provided would be available as long as the uses requiring the spaces are in operation;
- The peak hours of parking demand from all uses do not coincide so that peak demand is greater than the parking provided;
- The adequacy of the quantity and efficiency of parking provided will equal or exceed the level that can be expected if collective parking is not provided; and
- A written agreement between landowner(s) and the City, in a form satisfactory to the City Attorney, is approved by the Zoning Administrator.

This required agreement shall be in the form capable of and subject to being recorded to constitute a covenant running with the land and shall include:

1. A guarantee that there will be no substantial alteration in the uses that will create a greater demand for parking;
2. A guarantee among the landowner(s) for access to and use of the shared parking facilities;
3. A provision that the City may require parking facilities in addition to those originally approved upon finding by the Zoning Administrator that adequate parking to serve the use(s) has not been provided; and
4. A provision stating that the City, acting through the Zoning Administrator, may for due cause and upon notice and hearing, unilaterally amend, modify, or terminate the agreement at any time.

Bicycle Parking

Bicycle use is strongly encouraged to reduce vehicle miles traveled, and enhance resident and worker health. Long and short term bicycle parking will be required to further those goals. Minimum requirements shall be as set forth in Table 4.5.

Bicycle Parking Location Requirements

- **Short-Term Bicycle Parking:** Short-term bicycle parking devices shall be clearly visible from the entrance of the building it serves, and located preferably within 50 feet, but no more than 120 feet away. Two-sided bicycle facilities require an aisle at least 5 feet wide between any structures to allow for bicycle maneuvering.
- **Long-Term and Secure Bicycle Parking:** Long-term and secure bicycle parking shall be located no more than 500 feet from a primary entrance of the building they serve, except for properties participating in the Parking District in-lieu program and utilizing common facilities located within the parking structure.. On site bike parking may be restricted to use by employees, tenants, residents or others at the discretion of the property owner or management. Bicycle lockers shall comply with the City's development standards.
- **Transit Station Bicycle Parking:** A minimum of 15 short-term bicycle parking spaces plus a minimum of 8 long-term bicycle parking spaces shall be provided. Long-term bicycle parking spaces shall be in the form of storage lockers, an attended bicycle station, or within a parking structure.

Table 4.5: Bicycle Parking Requirement

Land Use	Short-term Bicycle Parking Requirement (a)	Long-term Bicycle Parking Requirement (b)	Employee/Tenant Shower Requirements
Residential	1 space per 5 automobile spaces	1-2 per ten units	None
Retail Eating & Drinking establishments Health and exercise club (d)	1 space per 5 automobile spaces	2.0 minimum 1.0 per 30 required motor vehicle spaces (c)	See office requirement below
Office	1 space per 10 required automobile spaces	2.0 minimum 1.0 per 60 automobile spaces (c)	Under 10,000 sf: 0 showers 10,000-20,000 sf: 1 shower per gender 20,000-50,000 sf: 2 showers per gender over 50,000 sf: 4 showers per gender

Notes:

(a) Short-term bicycle parking shall be in the form of a stationary parking device in compliance with the City's current standards. See text for location requirements.

(b) Long-term and secure bicycle parking in non-residential applications shall be in the form of indoor parking, attended parking, racks in garage structures, bicycle lockers or other means which provide coverage and security to the bicycle.

(c) For non-residential development within the Development Block D Parking District, long-term and secure bicycle parking requirements may be satisfied through participation in the Parking District's in-lieu parking program at a proportion of the cost per motor vehicle space as determined in the District's financing plan.

(d) (d) Health and exercise clubs are excluding from employee / tenant shower requirements if the facility allows employees to use showers provided for customers.

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CHAPTER 5:

PUBLIC SPACES

Chapter 5
PUBLIC SPACES

Over the next twenty years or more, as the Specific Plan is implemented, much of the existing development within the Plan Area will change. As this process moves forward, new streets, parks, plazas and courtyards will be added to the public realm to achieve the coordinated vision for public spaces.

PUBLIC SPACE GOALS AND POLICIES

The guidelines in this Chapter apply to both public and private sector projects. They are drawn from observations of successful public space projects and well-accepted design principles. While they are not hard and fast rules, alternative approaches will be expected to satisfy the intent of the guidelines. In the event that no guideline exactly addresses a specific condition, the principles set forth in this Chapter along with the Public Spaces Goals and Policies will be used to determine consistency.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

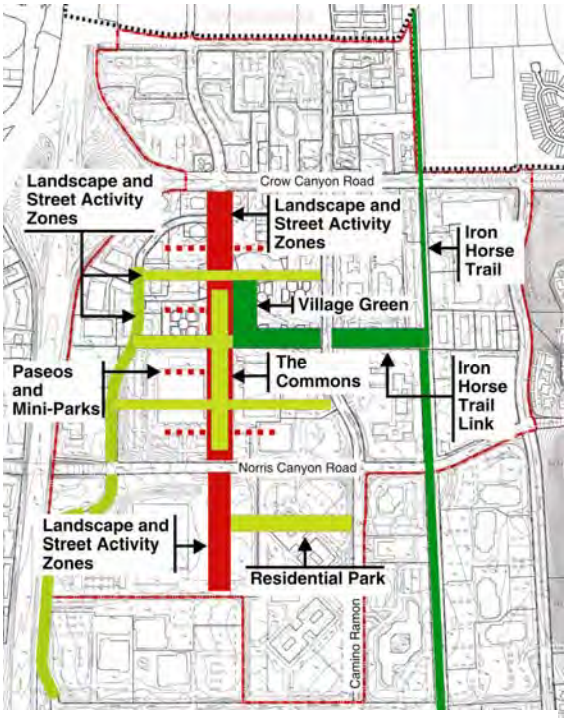
Policy PSP-2.4: Work with the East Bay Regional Park District (EBRPD) to enhance the access and usability of the Iron Horse Trail.

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

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

PUBLIC SPACE FRAMEWORK

The Public Space Framework reflects the specific plan's increased development intensity and wide diversity of land uses. Many public spaces will be integrated with or adjacent to the street system, while others will be developed as a part of the detailed plans for individual parcels. Further guidance for the design of these spaces are included in the Street and Development Block Standards contained in Chapter 6: Development Standards.



Public Space Framework.

Major components of the public space framework include:

The Commons

A linear park at the heart of the core of the specific plan area, The Commons will combine landscaping and activity areas to complement the mixed use environment, and provide both park space for residents and activity areas to serve the community (e.g., art shows) and the surrounding commercial areas (e.g., special promotional events).

Iron Horse Trail Link

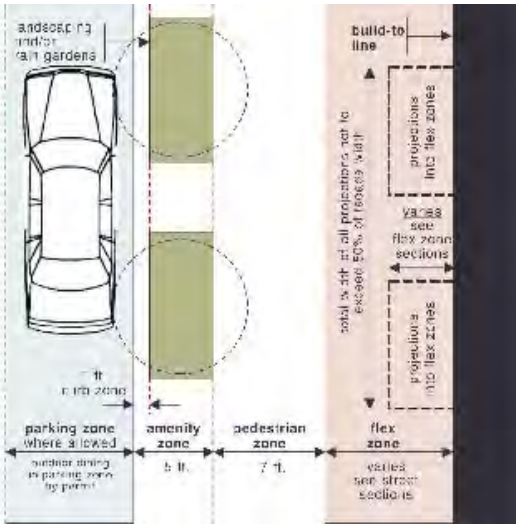
A linear landscaped space with both soft and hardscape features will include a wide combined pedestrian and bicycle path linking the Iron Horse Trail to the heart of the Plan Area.

Village Green

The Village Green will provide a significant multiuse space at the edge of The Commons. The landscaped public space could serve as a potential outdoor dining location for restaurant uses (subject to a City license agreement) in the ground floor of the immediately adjacent shared parking structure, potential vending kiosks, children's play lots, and community events such as summer evening music concerts.

Landscape and Street Activity Zones

The Flex Zone Standards for sidewalks encourage a wide variety of uses and activities along all streets to add visual interest and provide a multitude of opportunities for active and passive enjoyment of the streetscape. While part of the public realm, they are not considered public spaces for the purpose of parkland dedication or fee credits.



Flex and amenity zones.

Active/Passive Public Space

Larger open spaces will be integrated into the design of residential developments. Some will be outward-oriented for the use and enjoyment of all, while others will be more internal to the multifamily environment.

Paseos, Pedestrian Pockets and Mini-Parks

Mid-block walkways with landscaping and additional retail and commercial service uses will be encouraged as pedestrian paths to link parking resources and special use courtyards to The Commons and other surrounding street activities. While part of the public realm, they are not necessarily or automatically considered public spaces for the purpose of parkland dedication or fee credits. Only those spaces that clearly meet the intent of the General Plan, Specific Plan and Parks Master Plan can be considered in relation to park dedication requirements based on the merit of the specific proposal and solely at the discretion of the City.

PUBLIC SPACE GUIDELINES

All parks and public spaces will go through a thorough programming and design process typical for the City and consistent with the Specific Plan Vision. The public space design guidelines on the following pages are intended to more fully describe the Specific Plan's public space vision and to stress the design principles that are important to support the proposed mixed use and walkable environment.

THE COMMONS

The Commons public space extends through the Mixed Use Core (Block D) from Crow Canyon Road to Norris Canyon Road. It should be designed at a width of approximately 48 feet or more, and will serve a variety of purposes including the establishment of a strong visual image for the specific plan area; the creation of an amenity for shoppers, employees, and residents; a location for special community events; and an attraction to encourage residential development above shops along its length as a means to adding liveliness and economic vitality to the area.

Examples of central landscape features: Bay Meadows, CA (left) - Birkdale Village, NC (right).

Design Objectives

- Provide a variety of subareas for both passive enjoyment and community activities.
- Establish a strong visual focal point for the community and the specific plan area.
- Provide a strong visual outlook for upper level residences, commercial service uses, and offices.
- Incorporate abundant landscaping.
- Provide a suitable backdrop for public art.

Public Space as a focal point to residential and commercial development.

Planning and Design

The detailed planning and design of The Commons public space is expected to address a variety of needs for passive and active activities for residents, employees and visitors to the area. As a focal point of the Plan Area, The Commons is also expected to host community events. As part of the design process, consideration should be given to how community events can be accommodated within this space.

Design elements and activities that could be considered for The Commons could include, but should not be limited to:

- Open multipurpose lawn areas.
- Intimate seating areas.
- Games tables (e.g., chess).
- Large trees/Shade trees.
- Flower beds.
- Fountains.
- Gazebos.
- Public Art.
- Retail Kiosks (subject to City license agreement)
- Food Kiosks. (subject to City license agreement)
- Paved plaza areas to accommodate events such as art shows, automobile displays, holiday events and farmers' markets

Interactive fountains as a design element.

Public art as a focal point.

Access

- Crosswalks with distinctive paving and/or markings should be provided to allow easy access to the public spaces from commercial frontages on both sides of the adjacent roadways.
- For additional safety, bollards, potted plants, and special paving should be used at pedestrian crosswalks to alert pedestrians that they are about to enter the realm of vehicles.

Distinct paving at intersections.

Landscaping and Paving

- Provide trees within The Commons open space of a type and size that are capable of creating a strong visual image and theme.
- Design to provide a series of outdoor rooms within the space.
- Provide sidewalks, landscaping and design elements to buffer users of The Commons from adjacent parked cars.
- Provide prominent focal point elements near the entries to The Commons from Crow Canyon Road and Norris Canyon Road as well as at or near its intersection with Street B (e.g., fountains, public art).
- Provide a variety of paving types and patterns to create visual interest.

Seating areas with amenities.

Amenities

- Include fountains and other water elements which incorporate features to minimize water usage.
- Provide plentiful benches and seat walls to encourage use of the space.

Water elements and seat walls.

Other Guidelines

- Provide distinctive entry monument elements with lighting at the Crow Canyon Road and Norris Canyon Road entries.
- Incorporate pedestrian scale lighting into the design.

VILLAGE GREEN

The Village Green is envisioned to be a gathering place, providing a place to relax, meet, and enjoy community events and outdoor cafes. Located adjacent to the shared public parking facilities in the central block, it is anticipated to be approximately 2-acres in size at the crossroads of pedestrian activity for the Plan Area.

Design Objectives

- Provide a well-landscaped public space for both relaxation and activity.
- Provide a natural visual focal point and social meeting place.
- Accommodate a wide variety of activities.
- Provide space and activities for a wide range of users from children to senior citizens.
- Accommodate outdoor dining and activity space for commercial uses in the ground floor of the adjacent parking structure.

Village Green as an active gathering place.

Planning and Design

The detailed planning and design of the Village Green public space is expected to address a variety of needs for passive and active activities for residents, employees and visitors to the area. Village Green is also expected to host community events. As part of the design process, consideration should be given to how community events can be accommodated within this space. Design elements and activities that could be considered for Village Green could include, but should not be limited to:

Place for community events.

- Open multipurpose lawn areas.
- Intimate seating areas.
- Large trees/Shade trees.
- Flower beds.
- A tot lot.
- Fountains.
- Public Art.
- Retail Kiosks (subject to City license agreement).

Multipurpose lawn areas.

- Food Kiosks. (subject to City license agreement)
- Paved plaza areas to accommodate events such as art shows, automobile displays, and farmers' markets

Access

- Provide easy pedestrian access from all adjacent sidewalks.
- Provide access from the adjacent public parking facility.

Landscaping and Paving

- Provide abundant trees and flower landscaping.
- Provide a paved pedestrian zone between the public spaces and adjacent commercial uses.

Amenities

- Spaces for families and users of all ages.
- Abundant comfortable benches and chairs.
- Children's play structures.
- Cafe tables and chairs.

Other Guidelines

- Consider providing some community space and/or space for a public safety officer on the ground floor of the adjacent public parking structure.
- Incorporate pedestrian scale lighting into the design.
- Incorporate public art into the design.

Kiosks and seating areas.

Children's play areas.

Public art as a focal point.

RESIDENTIAL PARK

The Residential Park will be incorporated into the development plans for Block G south of Norris Canyon Road, west of Camino Ramon. The Residential Park size and shape will be established during the detailed planning for the development area. The size should be a minimum of 2 acres including public sidewalks and bike paths; however, other design concepts may be considered based upon a well-integrated design for the Development Area.

Design Objectives

- Provide active and passive recreation opportunities for both residents and workers in the Specific Plan Area.
- Provide a substantial open space to visually distinguish the area south of Norris Canyon Road as a unique neighborhood.
- Accommodate the local park space needs of families living in the Plan Area.

Planning and Design

While the planning and construction of the Residential Park will be the responsibility of the property owner, the review and development process will include participation and input regarding the programming and design of the space by the appropriate City departments and commissions. The types of activities and features that might be accommodated in the Residential Park could include, but would not be limited to the following:

- Multipurpose lawn areas.
- Paved plaza areas.
- Bocce ball or other game courts.
- Large trees/ Shade trees.
- Flower beds.
- A tot lot.
- Fountains.
- Gazebos.
- Public Art.
- Food Kiosks (where appropriate and subject to City license agreement).

Active and passive spaces.

Multipurpose lawn areas.

Bocce Ball court.

Access

- Access to entries for uses lining the park should be encouraged and accommodated.
- Integrate the park space into the overall open space and pedestrian network of Development Area G4.

Landscaping and Paving

- Provide a variety of landscape areas to meet the needs of nearby residents and workers, including multiuse lawn areas.

Amenities

- Provide abundant seating opportunities along the edges and within the park space.
- Include activity amenities for families and children.
- Incorporate pedestrian scale lighting into the design.
- Incorporate public art into the park design.

SIDEWALKS

The sidewalks are very much a part of the Specific Plan area's public realm, but does not replace the core requirements for Parks and Public Spaces. They can provide passive recreation, and will serve as attractive pathways among uses that will encourage walking rather than driving for short trips.

Specialized paving, landscaping, and street furnishings will be needed to create a buffered streetscape with its own identity to encourage shoppers, employees, and residents to utilize the sidewalks as a part of their daily recreation, entertainment, and social networking activities.

Landscape buffer between parking and sidewalk.

Design Objectives

- Provide street tree landscaping to provide shade and reduce the perceived width of streets.
- Provide landscape buffers between pedestrians and adjacent traffic and parking.
- Provide protected pedestrian pockets for seating, bicycle racks, street furniture, and outdoor dining.
- Incorporate way-finding and business directory signage to support the economic vitality of the area, and encourage a *park once and walk* concept.
- Add materials color and texture to the public realm.

Paving

- Paving will vary according to location with anticipated high pedestrian volume sidewalks receiving more attention and visually interesting materials.
- Paving materials and patterns should vary from area to area, to provide visual interest, sense of distinction and enhance the feeling of an environment constructed over time.
- Distinctively paved street crosswalks should be provided to enhance pedestrian safety, and reinforce pedestrian continuity.

Wide sidewalks with distinct paving.

Landscaping

- Landscaped pockets should be placed between pedestrian sidewalk zones and curbs on all sidewalks to provide a physical buffer between pedestrian and moving or parked cars. They should be continuous in areas where parking or drop off is not allowed.

- Landscaped pockets should be considered and evaluated for use as rain gardens to absorb stormwater runoff.
- A uniform palette or theme should be selected for the street trees along The Commons, The Commons North and The Commons South.
- A mix of street trees should be selected for other locations.
- Landscaped planters and pots with seasonal-colored plants should be grouped in seating areas within the sidewalk amenity and flex zone areas. They should also be encouraged in areas adjacent to shop, office and residential entries.
- In hardscape areas, utilize permeable paving in all situations where practical.

Flex Zones (private ownership)

- Special paving (e.g., changed color and/or texture) and landscaping are required in all Flex Zones to add visual interest to the sidewalk areas, and to express the individuality of each building or storefront.
- Street furniture is allowed and encouraged in Flex Zones. Benches may be individualized to enhance and reinforce the individual storefronts.

Flex Zones add interest to the streetscape.

- Landscaping and planter pots are encouraged along building edges with special emphasis at building and storefront entries.

Lighting

- Pedestrian scale lighting should be used along all streets as the foundation lighting fixture in the specific plan area, supplemented by taller lighting where necessary for vehicular and pedestrian safety.
- A single family of compatible lighting fixtures should be chosen to enhance the area's overall sense of place and continuity.

Street Furniture

- Specialized benches, waste receptacles, bus shelters, news racks, and other street furniture should be coordinated in regard to materials, styles and colors, with special design emphasis given to those within the Mixed Use Core.

Coordinated lighting and street furniture.

Public Signage

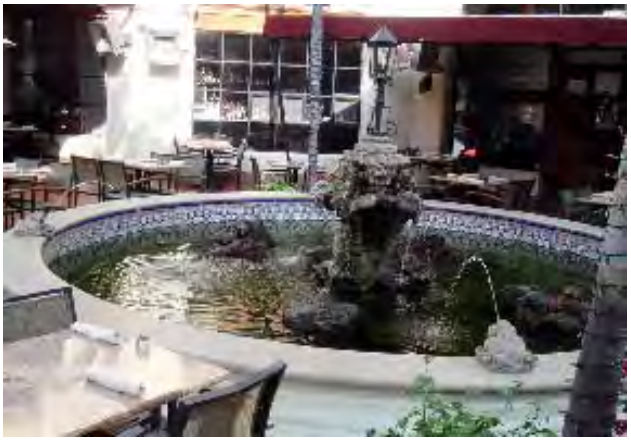
- Way-finding signage should be installed to assist in finding addresses, parking, and businesses.
- All public signage should be designed and coordinated to enhance the overall sense of place.

Sidewalk Dining

- Outdoor dining is encouraged on the sidewalk and Flex Zones adjacent to buildings (where appropriate) as identified in Chapter 6: Development Standards, and may be allowed by permit in Sidewalk Amenity Zones. Finished materials (e.g., metal and wood) are expected for tables, chairs, and separation fencing; plastics are strongly discouraged.

PASEOS, COURTYARDS AND PEDESTRIAN POCKETS

Paseos, courtyards, and pedestrian pockets are extensions of the public realm that add to the passive recreation options for shoppers, employees and residents. Their inclusion in all development projects is encouraged, but does not replace the core requirements for Parks and Public Spaces. Paseos are especially useful in providing interesting pedestrian connections between interior block parking resources and main street frontages. These elements need not be large to be successful, and are usually most successful when they have a sense of intimacy.



Courtyards with seating and water features.

Design Objectives

- Provide additional frontages for retail, commercial service, and office uses within the interiors of individual development blocks to increase pedestrian activity and economic vitality.
- Encourage walking, rather than driving, for short trips.
- Enhance the visual richness of the pedestrian experience.

Paseos with shops.

- Provide areas for quiet social interaction, outdoor dining, and passive recreation.

General Guidelines for Paseos and Courtyards:

- Small fountains utilizing water-saving technologies are encouraged in all of these intimate open spaces.
- Projecting, wall plaque, window and awning signs are encouraged to give uniqueness and visual interest to each paseo and courtyard.

Paseos with shops.

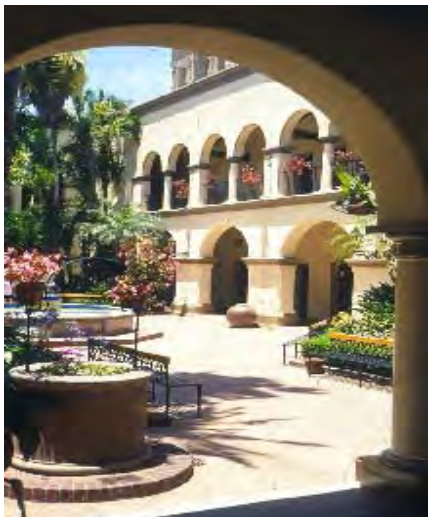
- Sign sizes should be kept small in response to their pedestrian orientation, and relative size of the spaces.
- Iconic signs which express the individuality of businesses are encouraged.

Guidelines for Paseos:

- Provide a minimum width of 15 feet for through-block paseos. A minimum width of 8 feet is acceptable for entries to courtyards or individual single businesses.
- Courtyards along paseos are encouraged.
- Provide commercial uses, display windows, and active uses such as outdoor dining, whenever possible.

Paseos opening into a courtyard with pedestrian amenities.

- Provide adequate lighting and plentiful landscaping utilizing a combination of ground plantings, pots, trellises, and building-mounted planter boxes to add variety and individuality to each paseo.
- Provide a variety of hardscape materials with an emphasis on small scale materials such as cobblestone, bricks or paving blocks.
- Flowering plants and trees are strongly encouraged.



Courtyard with landscaping and pedestrian amenities.

Guidelines for Courtyards:

- Provide a minimum area of at least 400 square feet.
- Enclose on at least two sides by buildings.
- Provide a minimum width equal to the lowest building height fronting on the courtyard or 20 feet, whichever is greater.

- Provide landscaping, lighting and pedestrian amenities.
- Include visual design interest on upper floors of building fronting on the courtyard (e.g., awnings, planter boxes, and/or balconies).

Guidelines for Pedestrian Pockets:

- Provide a minimum area of 300 square feet.
- When possible, locate pedestrian pocket near highly traveled pedestrian routes and nearby stores and/or higher density housing.
- Where possible, maintain sight-lines to the streetscape, public spaces and neighborhood activities.
- Provide adequate lighting, substantial landscaping, accent landscaping, seating areas and other pedestrian/bicycle amenities.
- Provides shade structures and/or shade trees.

Pedestrian Pockets with landscape and seating (public or privately owned).

- Provide opportunities for public art, fountains or other visual accents as part of pedestrian pocket design.

IRON HORSE TRAIL LINK

The Iron Horse Trail (IHT) Link will allow pedestrians and bicyclists to move easily between the Iron Horse Trail and the heart of the specific plan area at The Commons and the Village Green public spaces. Once within the Plan Area, pedestrians and bicyclists are free to move throughout the area via links to on-street bike paths. The IHT will also provides pedestrians and bicyclists living in the Plan Area easy and direct connection to Central Park, the City Center project and adjacent communities to the north and south. This open space may also provide passive recreation space for residents and employees in the area and/or a means to absorb storm water runoff.

Design Objectives

- Encourage increased pedestrian and bicycle travel to and from the shopping, employment, and residential uses within the Plan Area.
- Provide landscaped open space within the Specific Plan Area.
- Provide passive and active recreation opportunities for shoppers, workers, and residents.

Access

- Access to entries for uses lining the trail should be encouraged and accommodated.
- A pedestrian crosswalk equal to the width of the shared pedestrian and bicycle path should be provided at its intersection with Camino Ramon.
- Provide pedestrian crosswalks on Streets B and D, consistent with pedestrian safety, to improve connectivity between the IHT link and surrounding properties.

Landscaping and Paving

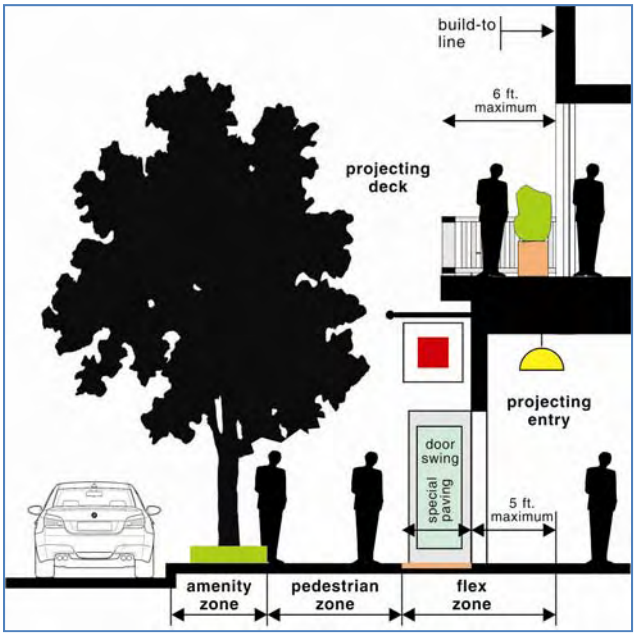
- Distinctive trees should be provided along each side of the shared pedestrian and bicycle path.
- A distinction of paving materials or color may be provided between primary spaces for pedestrians and bicycles.
- Consideration should be given to the incorporation of rain gardens and/or bio-swales along the trail as receptors and filters for storm water runoff.

Amenities

- Provide shade, benches, drinking fountain facilities and other amenities along the length of the shared pedestrian and bicycle path.
- Concentrate amenities at street crosswalks and building entries adjacent to the trail link.

CHAPTER 6:

DEVELOPMENT STANDARDS



Chapter 6
DEVELOPMENT STANDARDS

The North Camino Ramon Specific Plan encourages mixed use development and flexibility of land use within a strong framework of public and private sector improvements to create a visually rich environment in support of economic development, community life, and smart growth. This Chapter defines the major elements of that framework by establishing standards for land uses, streets, sidewalks, and new development on individual blocks within the Plan Area. Adherence to these standards, combined with the design guidelines in Chapter 7, will allow development flexibility and economic growth while achieving a high quality environment with diversity and a unique community identity.

APPLICABILITY

The development standards contained in this section apply to new construction and significant additions and renovations to existing buildings. Existing development constructed or approved prior to the date of this Specific Plan's adoption by the City Council may retain existing land uses and remain as constructed. This allowance will not be affected by changes of ownership or new tenants continuing existing uses.

STREET FRAMEWORK

The street framework, shown in Figure 6.1, builds upon the current system of roadways, characterized by high traffic volumes, through the addition of new streets to provide more travel options, increased street frontages for development, and the encouragement of pedestrian travel to reduce vehicular traffic and the amount of land area devoted to parking. This framework will be implemented over time by coordinated public and private sector implementation efforts.

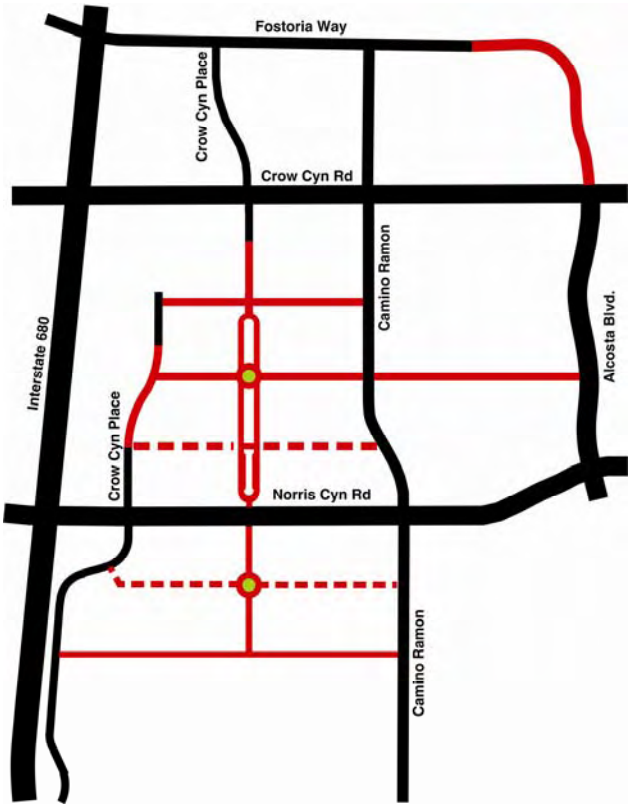


Figure 6.1: Street Framework Red; Proposed Dashed: public or private with location flexibility.

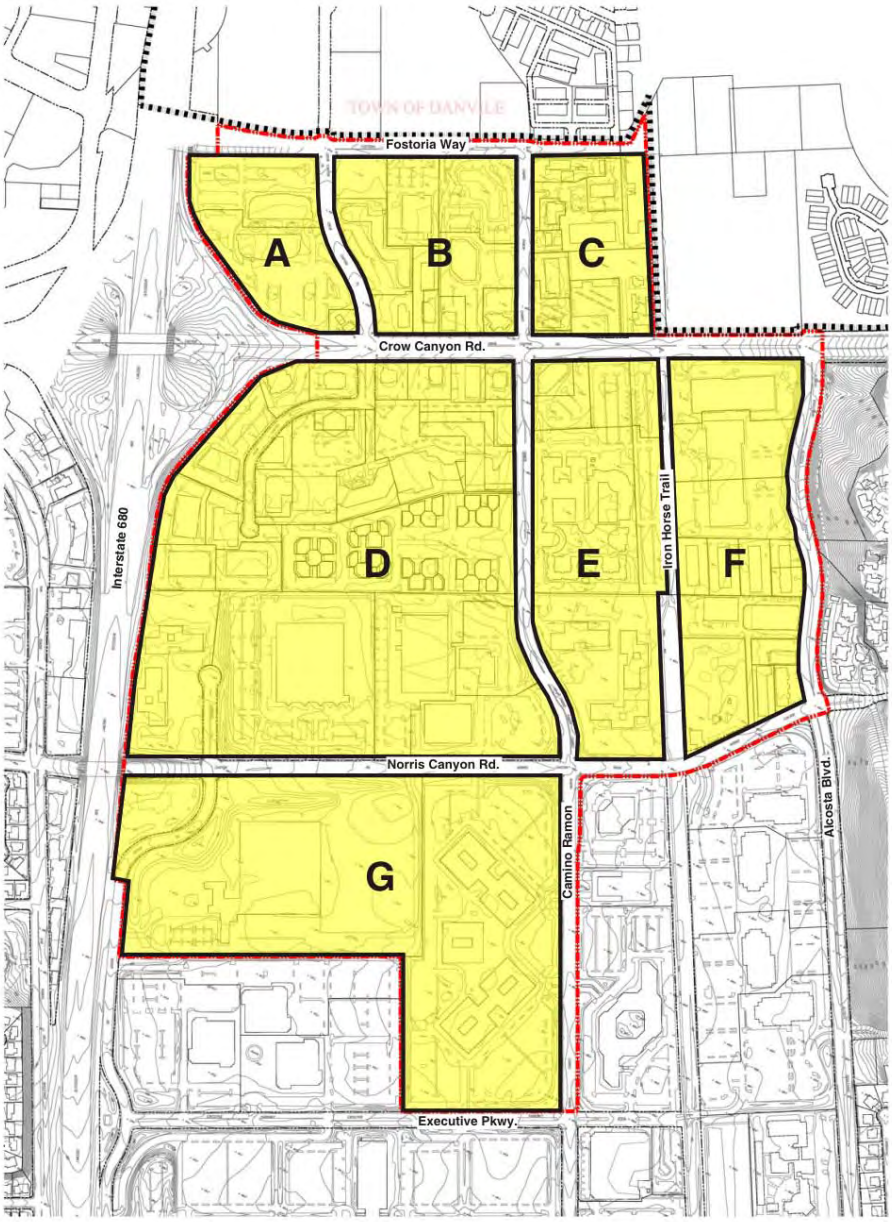
DEVELOPMENT STANDARDS

The following development standards are applicable to the Plan Area as a whole. The standards are further refined by the individual block development and street standards.

Table 6.1 Development Standards		
Minimum Lot size:		
80,000 square feet, **minimum 200 feet in width**		*The minimum lot size associated with proposed development parcel and is if intended to maintain minimum parcels for purpose of coordinated development. Residential subdivision, condominium (residential and commercial) and post construction subdivision for the purpose of finance may deviate from this standard. Consolidation of small lots is encouraged; however, existing development on parcels smaller than the minimums may remain, may be upgraded consistent with the applicable development standards. Subdivision of parcels larger than the minimum, or development on a portion of a parcel, is subject to approval of a Development Plan for the entire existing parcel.*
Building Setbacks: Commercial Mixed Use		
Front /Corner side **–**		**See Street Sections for specific setbacks by streets** If no setback is called out then: 6-foot minimum; when adjacent to road is less than 4 lanes: 10-foot minimum adjacent to roads with 4+ lanes and all arterials :
Interior Side / Rear		Daylight Plane Requirement Only(Zoning Ordinance) *Daylight Plane: No structure may intercept a 30-degree daylight plane inclined inward at a boundary line where residential development exists or has been proposed. The 30-degree daylight plane shall be measured from 8 feet above existing grade.* *Maximum setbacks or "build to lines are intended to shape the streetscape and ensure that building contribute to the streetscape.*
Height Limit:		
85 feet or 5 stories, whichever is less.		FAR may place additional limitation on the heights based on site characteristics and proposed development.
Floor Area Ratio:		
Maximum 0.70 average for project area.		Additional floor area may be allowed on individual parcel at the discretion of the Planning Commission based upon the criteria set forth in the Floor Area Ratios discussion in Chapter 4-Land Use.
Residential Density		
Minimum 20 Units per acre		For mixed use projects residential density must be calculated into the FAR calculation for the project.
Other Standards		
Landscape		Per Zoning Ordinance MU Standards Structured parking wrapped by buildings may be reduced to as low as 5% of the total lot area in the TCMU, and CMU Districts.
Parking		See Parking Requirements in Chapter 4.
Signage		See Signage Guidelines in Chapter 7.

BLOCK DEVELOPMENT STANDARDS

The following standards are specific to the individual Development Blocks within the Plan Area. The intent for each block is related to the Conceptual Plan and Vision statement. These standards provide additional requirements that are geographically specific, and should be used in conjunction with the street, sidewalk, and general standards set forth in other Chapters.



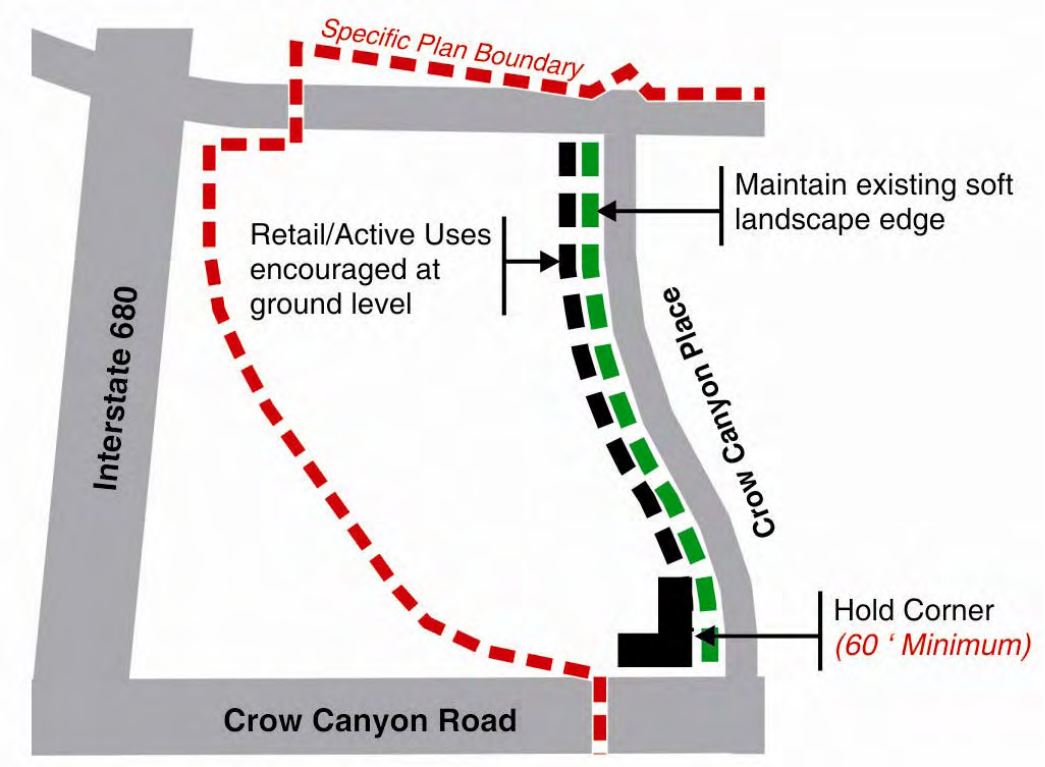
Block Location Key.

BLOCK A

Block A is currently developed with two mid-rise office structures with surface parking and a gasoline service station. Future development intensity is contingent on the use of structured parking.

Intent:

- Maintain the landscaped streetscape edge along Crow Canyon Place.
- Reinforce the Crow Canyon Road/Crow Canyon Place intersection corner.
- Locate future development adjacent to Crow Canyon Place to encourage pedestrian traffic and a relationship with uses on the adjacent blocks.



Internal Streets	None Required
Minimum Streetwall Heights:	35 feet.
Upper Floor Setbacks:	Daylight Plane Requirement
Public Spaces:	None Required
Applicable Street Sections:	4.10: Crow Canyon Road

Special Features:

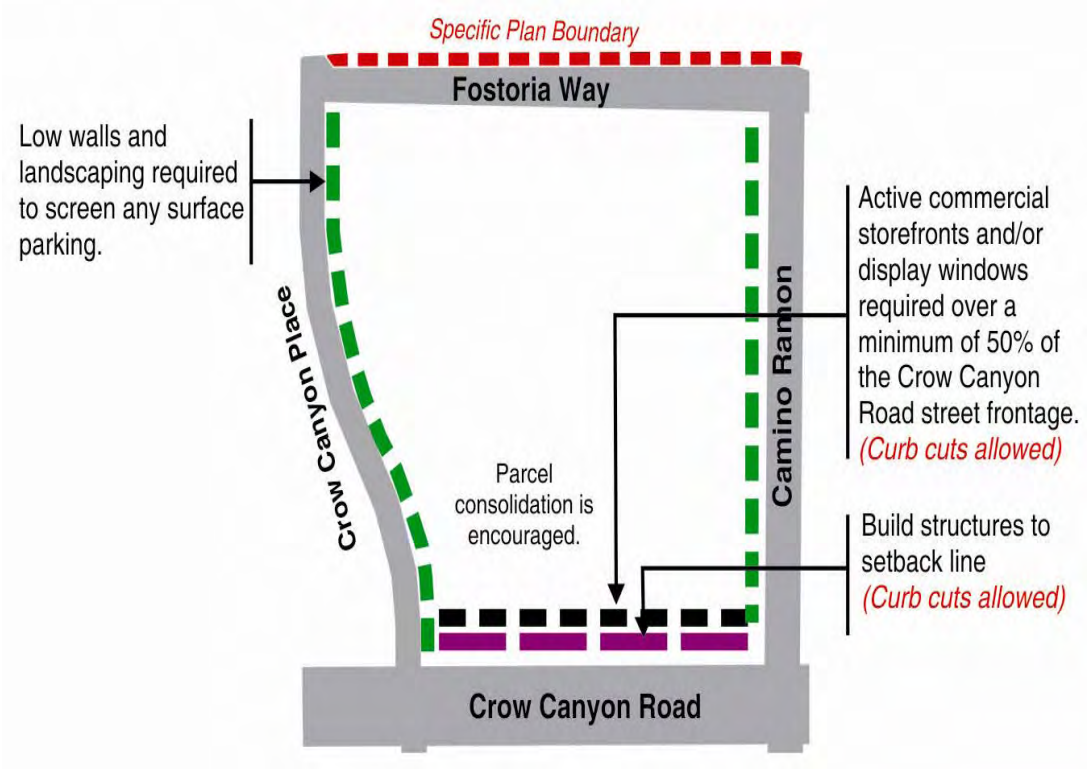
- Provide two-story structure at the Crow Canyon Road/Crow Canyon Place intersection.
- Reinforce the Crow Canyon Road/Crow Canyon Place intersection with architectural emphasis (e.g., tower element).
- Maintain pedestrian connection between office uses and adjacent shops and Services (Magnolia Square).

BLOCK B

Block B contains a wide variety of uses including retail shops, offices restaurants, and a hotel. Each is largely isolated from adjacent uses. Future development potential is enhanced by the attraction of nearby regional retail uses, but smaller parcels would likely need to be consolidated to achieve greater densities than their current condition.

Intent:

- Enhance City entry by development intensity along Crow Canyon Road.
- Encourage parcel consolidation to improve land development utilization.
- Maintain existing green street edges streetscapes.



Internal Streets:	None Required
Minimum Streetwall Heights:	35 feet
Upper Floor Setbacks:	Daylight Plane Requirement
Public Spaces:	None Required
Applicable Street Sections:	4.10: Crow Canyon Road

Special Features:

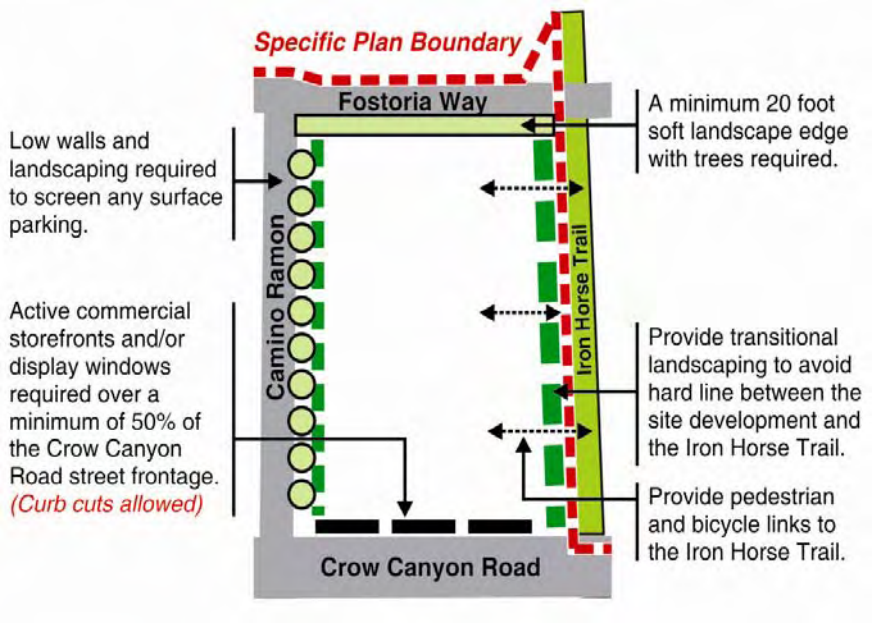
- Active commercial storefronts and/or display windows are required over a minimum of 50% of the Crow Canyon Road street frontage.
- Maintain pedestrian connection between office uses and adjacent shops and Services (Magnolia Square).

BLOCK C

Block C currently contains a wide range of commercial uses, including service commercial uses. An under-utilized parcel, owned by the San Ramon Unified School District, offers major potential for new uses and structures to better define the Crow Canyon Road entry to the City. Many of the service commercial uses will remain for some time, until time and future opportunities for other suitable sites within San Ramon open up.

Intent:

- Enhance the Crow Canyon Road frontage.
- Encourage parcel consolidation over time for better land utilization.
- Accommodate continued service commercial uses.
- Mitigate new development impacts on adjacent residential development.
- Maintain the landscaped streetscape edge along Crow Canyon Place.
- Provide a strong interface with the adjacent Iron Horse Trail.



Internal Streets:	None Required
Minimum Streetwall Heights:	35 feet
Upper Floor Setbacks:	Daylight Plane Requirement
Public Spaces:	None Required
Applicable Street Sections:	4.10: Crow Canyon Road

Comments/Special Features:

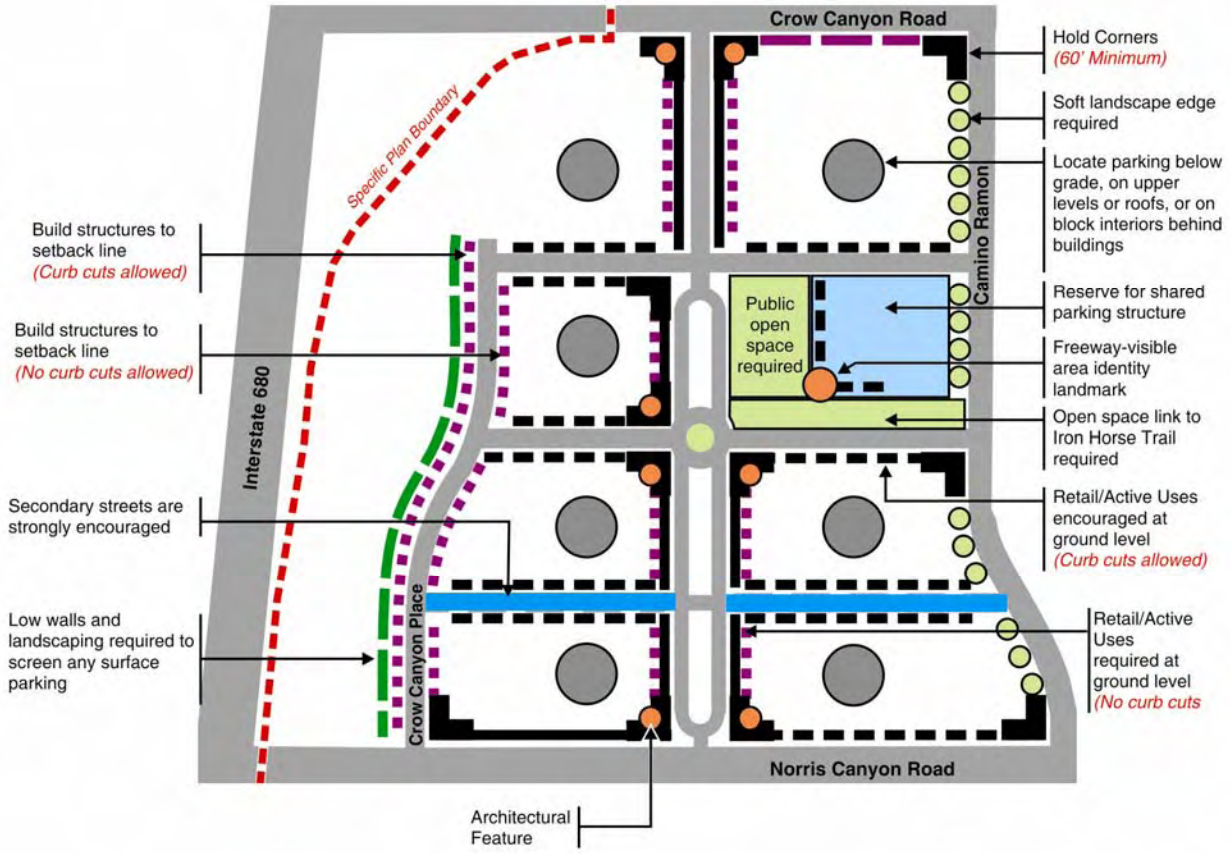
- Active commercial storefronts and/or display windows are required for a minimum of 50% of the Crow Canyon Road street frontage.
- Consider entry and pedestrian orientation along the Iron Horse Trail to strengthen connectivity and create a sense of place along the trail.

BLOCK D

Block D is the heart of the North Camino Ramon Specific Plan Area, and the original core area of the City. Its large size, adjacency to the Crow Canyon Road entry to San Ramon, and adjacency to Bishop Ranch and the City Center will allow it to evolve over time into a strong mixed use core with a strong emphasis on transit usage and shared parking. The block's planned circulation system will encourage a strong pedestrian environment.

Intent:

- Encourage and accommodate mid and large floor plate retail uses within a pedestrian retail environment.
- Establish a strong land use and visual sense of place.
- Encourage mixed use development.
- Encourage residential development to support nearby, commercial uses, Bishop Ranch employment, and City Center.
- Closely integrate public parks and open spaces with the commercial development.
- Provide unique focal points for public uses.
- Maximize pedestrian movements while subordinating the impact of vehicular parking.
- Encourage greater transit usage.



Internal Streets:	Provide linkage between the north and south segments of Crow Canyon Place. Provide two new east-west streets north of the current City Hall. Strongly encourage new east-west streets south of the current City Hall.
Minimum Streetwall Heights:	35 feet
Upper Floor Setbacks:	Daylight Plane Requirement
Public Spaces:	Park Commons, Park Green Iron Horse Trail Link, Pocket Parks and Paseos are encouraged.

Applicable Street Sections:

4-1: Park Commons North

4-2: Park Commons

4-3: Crow Canyon Place

4-4: Street A

4-5: Street B West

4-6: Street B East

4-7: Street C

4-10: Crow Canyon Road

4-11: Norris Canyon Road

4-12: Camino Ramon North

4-17: Service Corridor

Comments/Special Features:

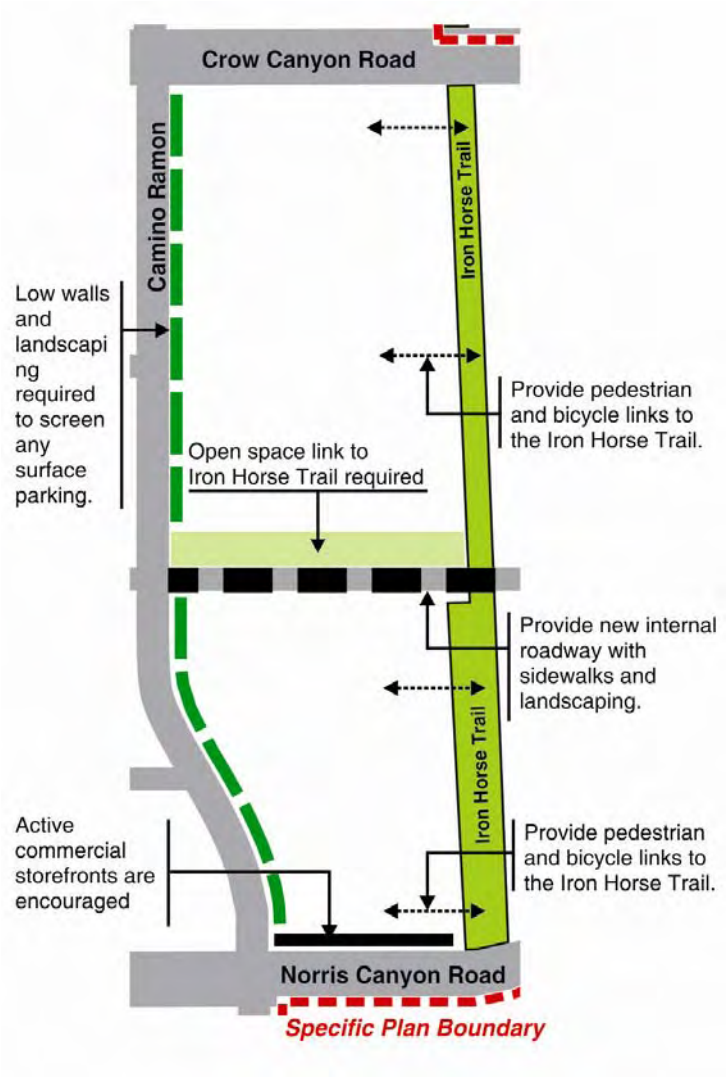
- Active commercial storefronts and building entries are required on the following street frontages: Crow Canyon Road, Park Commons North, Park Commons, Crow Canyon Place, Streets A, B and C, Norris Canyon Road.
- Build-to Lines(maximum setback) required for Park Commons, Crow Canyon Road, Crow Canyon Place, Norris Canyon Road, Streets A, B and C.

BLOCK E

Block E currently contains only three uses - the PG&E Conference Center, Bishop Ranch 11, and a single office building. Its large parcels offer substantial future opportunities for increased development intensification and integration of open spaces with the adjacent Iron Horse Trail.

Intent:

- Encourage the intensification of the northern portion of the block to an integrated office campus with substantial open spaces and on-site amenities.
- Encourage the consolidation of Bishop Ranch 11 offices with other offices on Block G with the southern portion of the block devoted to high quality, high density multifamily residential development to provide housing to support the employment base in the area, and to provide residents to support the retail uses in the City Center and Park Commons.



Internal Streets: Provide a new Street D West from Camino Ramon to align with the future Street D East to link Camino Ramon to Alcosta Blvd.

Minimum Streetwall Heights:

35 feet

Upper Floor Setbacks:

Daylight Plane Requirement

Public Spaces:

Iron Horse Trail Link

Applicable Street Sections:

4-7: Street D West

4-10: Crow Canyon Road

4-11: Norris Canyon Road

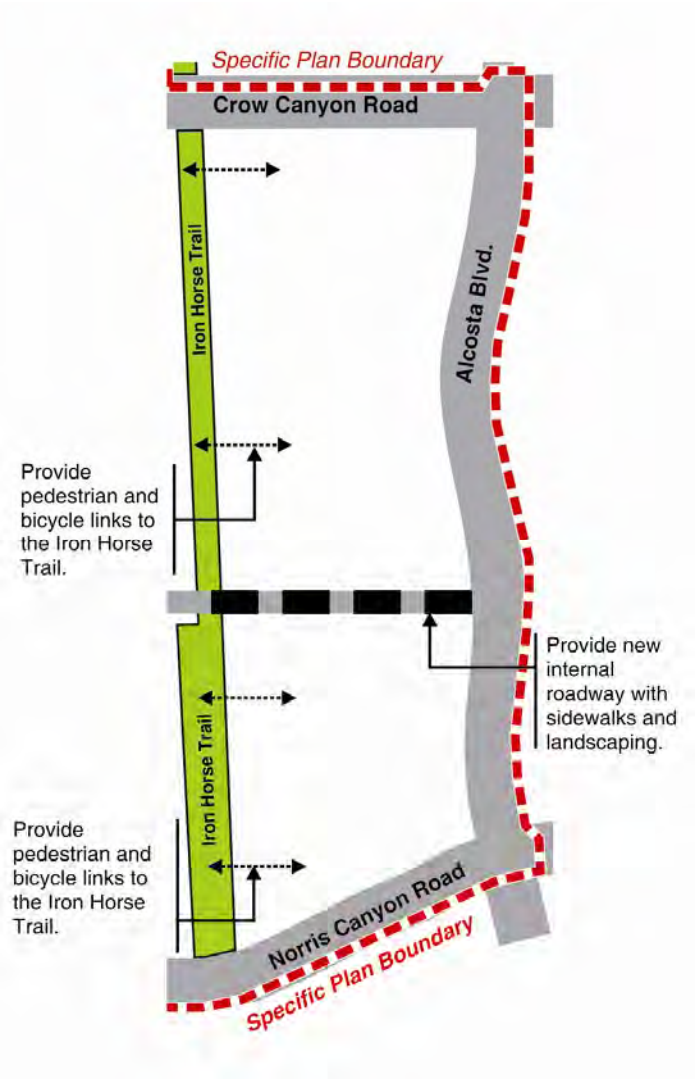
4-12: Camino Ramon North

Special Features

- Provide pedestrian and bicycle links to the Iron Horse Trail.
- Integrate the development with the Iron Horse Trail.
- Active commercial storefronts and building entries are encouraged on Norris Canyon Road.

BLOCK F

Block F contains many small parcels which will be difficult to develop at densities that are greater than currently exist. In addition, topography differences between Alcosta Blvd. and the properties in the northern portion of the block present special development challenges. A U.S. Post Office is currently located on this block.



Intent:

- Encourage small parcel consolidation to allow more integrated development of the area over time.
- Encourage high quality multifamily residential development to provide housing to support the employment base in the area, and to provide residents to support the retail uses in the City Center and Park Commons.
- Encourage a strong relationship to uses on Block E.

Internal Streets: Provide a new Street D East from Alcosta Blvd. to align with the future Street D West to link Alcosta Blvd. to Camino Ramon.

Minimum Streetwall Heights:

None Required

Upper Floor Setbacks:

Daylight Plane Requirement

Public Spaces:

None Required

Applicable Street Sections:

4-8: Street D East

4-10: Crow Canyon Road

4-11: Norris Canyon Road

Special Features

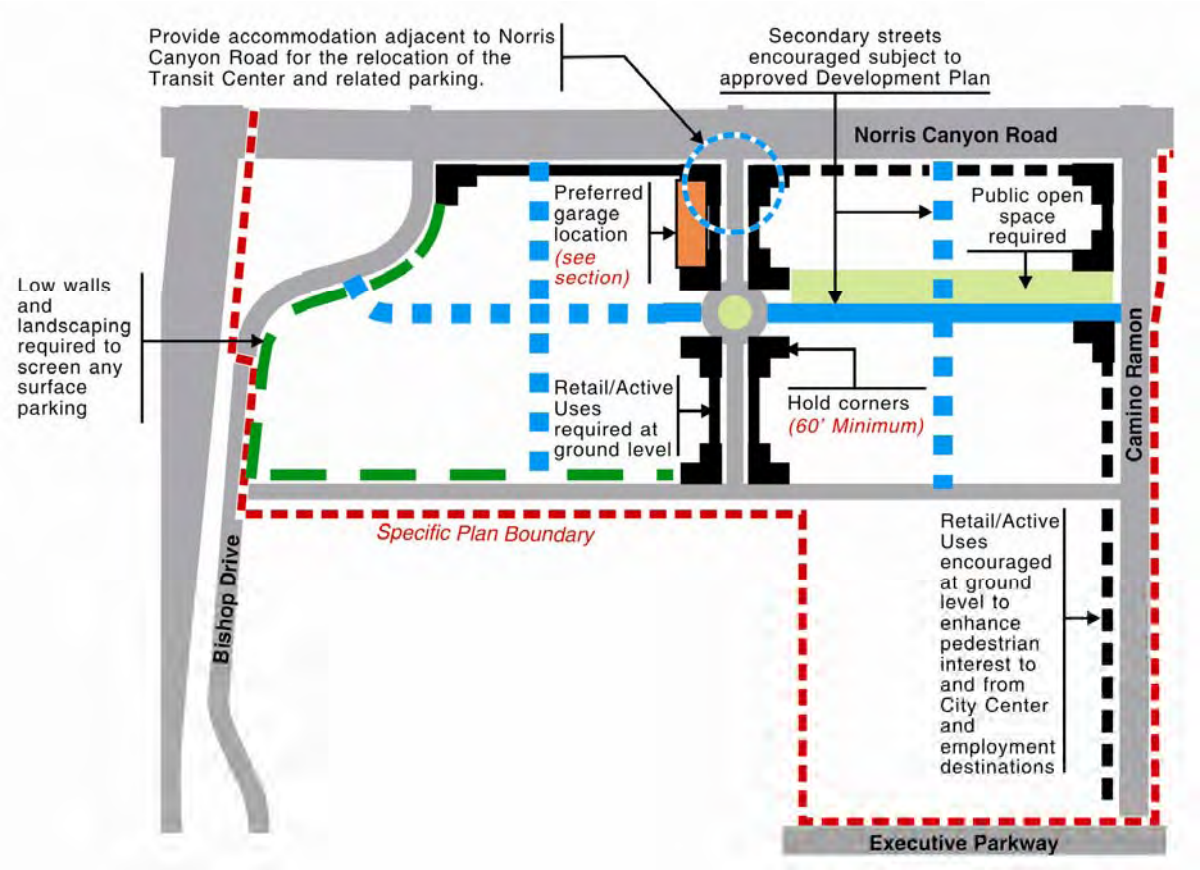
- Provide pedestrian and bicycle links to the Iron Horse Trail.
- Integrate the development with the Iron Horse Trail.

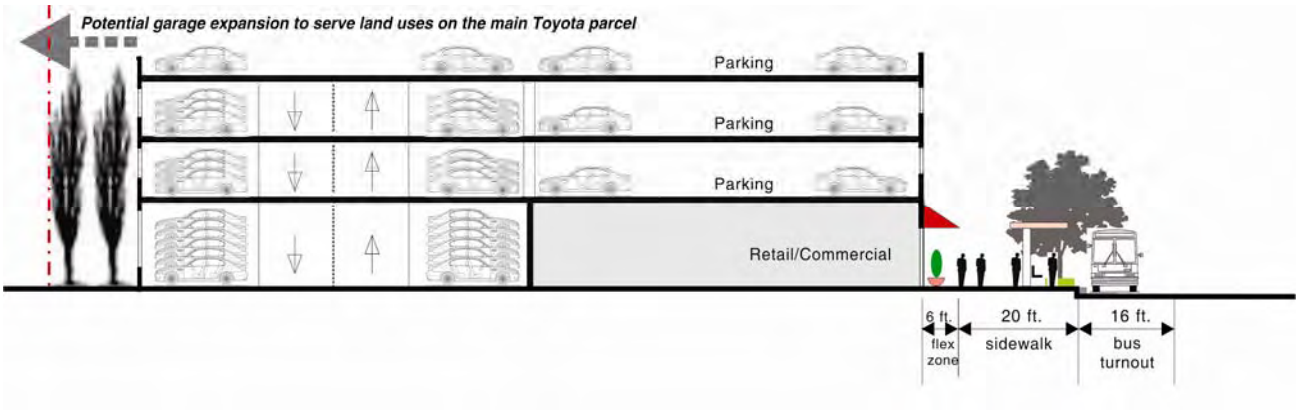
BLOCK G

Block G contains two large parcels, Bishop Ranch 6 and the Toyota Parts Distribution and Training Center, and one smaller parcel adjacent to the freeway which houses a veterinary center. One portion of the Toyota parcel is currently vacant land which has long been considered the City's Housing Element as a potential site for workforce housing.

Intent:

- Encourage the consolidation of the Bishop Ranch offices in the specific plan area to this block, integrated with high quality, high density multifamily residential development.
- Encourage the development of modern larger floor plate regional retail uses which are currently not represented in the City.
- Provide a visual and physical link to the Park Commons in Block D.
- Encourage the integration of support commercial and office uses in the multifamily residential development areas.





Internal Streets: Provide a new Street E from Camino Ramon.

Provide a new Street F linking Camino Ramon and Bishop Drive to increase circulation options and encourage future infill development on the adjacent Bishop Ranch 8 parcel.

Minimum Streetwall Heights: 35 feet

Upper Floor Setbacks: Daylight Plane Requirement

Public Spaces: Park space adjacent to Street E East

Applicable Street Sections:

4-11: Norris Canyon Road

4-13: Camino Ramon South

4-14: Park Commons South/Transit Center

4-15: Park Commons South

4-16: Street E East

4-17: Street F East

4-18: Service Corridor

Special Features

- Active commercial storefronts and building entries are encouraged on Norris Canyon Road.
- Provide accommodation adjacent to Norris Canyon Road for the relocation of the Transit Center and related parking.
- Structured parking is strongly encouraged.

STREET STANDARDS

In order to achieve an integrated development of the specific plan area over a number of years by a multiple number of property owners, and for a wide diversity of uses, the plan includes detailed development standards to define street right-of-way widths and dimensions, sidewalk widths and uses, build-to lines for structures, and other conditions such as minimum first floor heights in critical and potential retail locations.

The diagrams and street sections identified in Figure 6.2 include information on the intent and specific requirements for each street corridor in order to implement the Plan Vision. For streets not specifically identified and illustrated in this Chapter, the City shall use these plans and sections along with the Block Development Standards in this Chapter to review development proposal on those streets.

All streets will provide green buffer strips between pedestrian sidewalks or amenity spaces and the adjacent traffic travel lanes or parking spaces. These buffer strips may be continuous or segmented depending on the adjacent street and development conditions. During detailed engineering for the streets, consideration will be given to both normal street landscaping and special paving and landscaping to accommodate stormwater runoff.

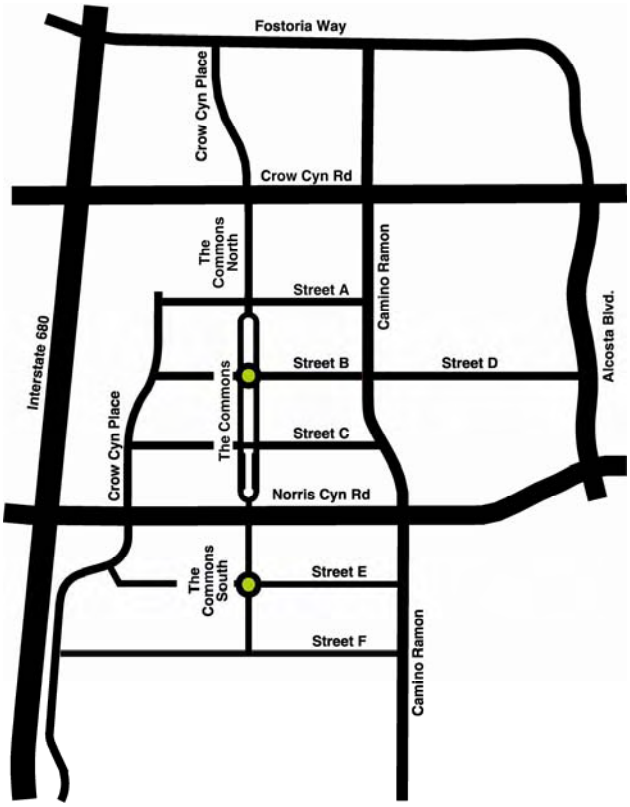
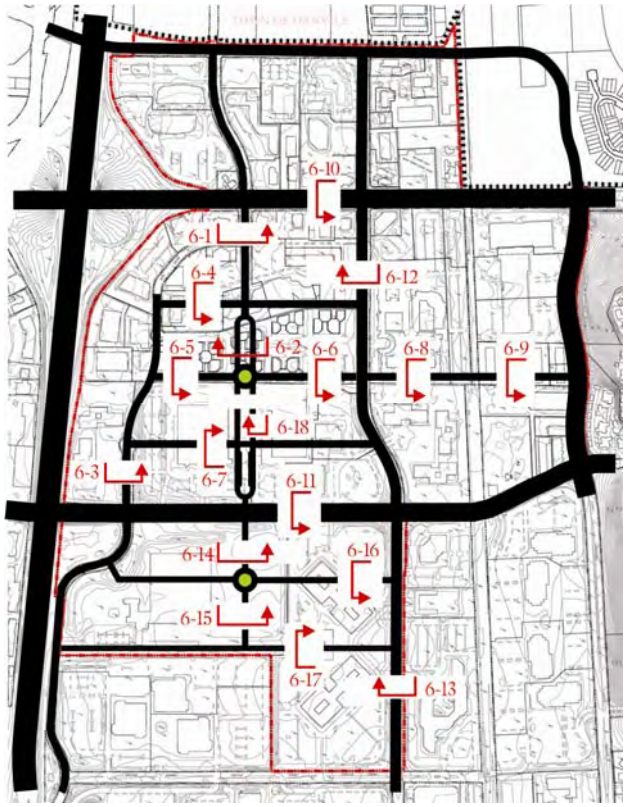


Figure 6.2: Street Framework.



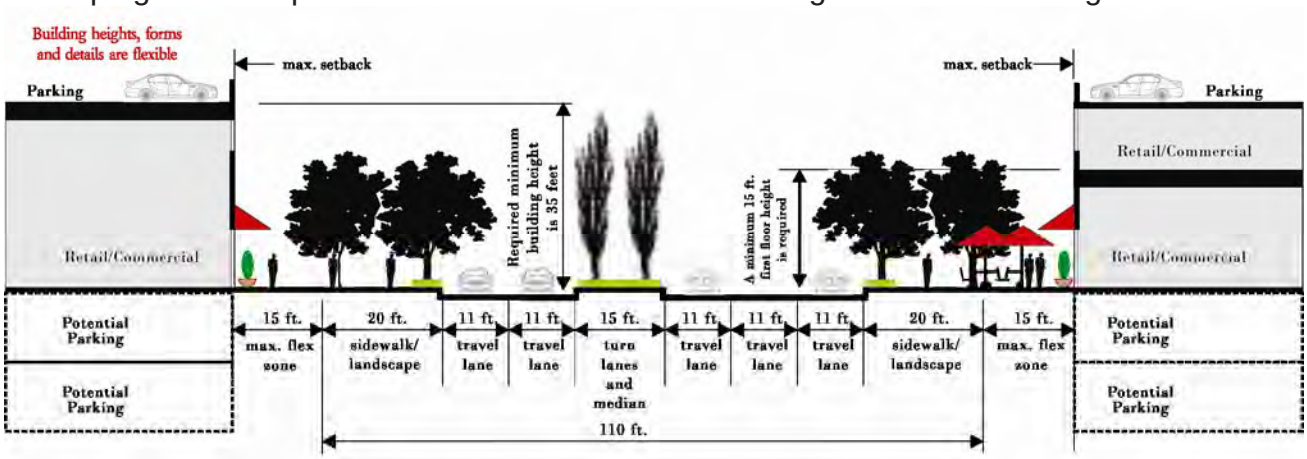
Street Section Key.

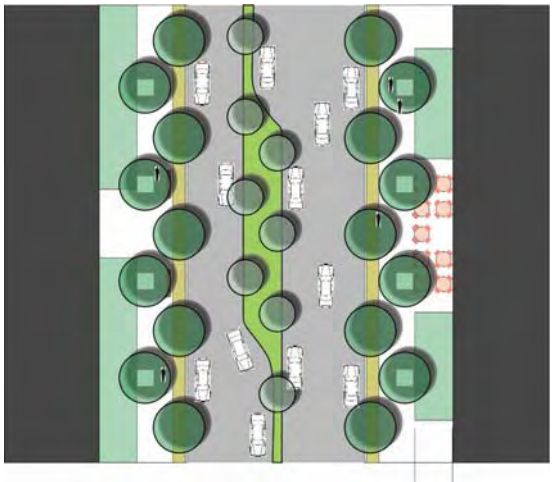
SECTION 6-1: THE COMMONS NORTH

The Commons North will be a major entry to the central block. It will accommodate a significant number of vehicles arriving and exiting from and to east and west San Ramon, as well as Interstate 680.

The street standards are intended to allow adequate distance for arriving motorists to decide on and select their desired destination path: The Commons, the larger floor plate uses along Crow Canyon Place and Norris Canyon Road, or the shared parking structure in the central block.

As the entry to the heart of the North Camino Ramon Specific Plan Area, substantial formal landscaping will be expected in the street median and along its commercial edges.





Right-of-way:	110 feet
On-street parking:	yes
Bike lanes:	no
Sidewalk/Landscape Width:	20 feet
Flex Zone Min.:	10 feet
min. Setback:	10 feet
Max. Setback:	15 feet
Minimum first floor height:	15 feet
Minimum building height:	35 feet
Ground floor active uses:	Yes

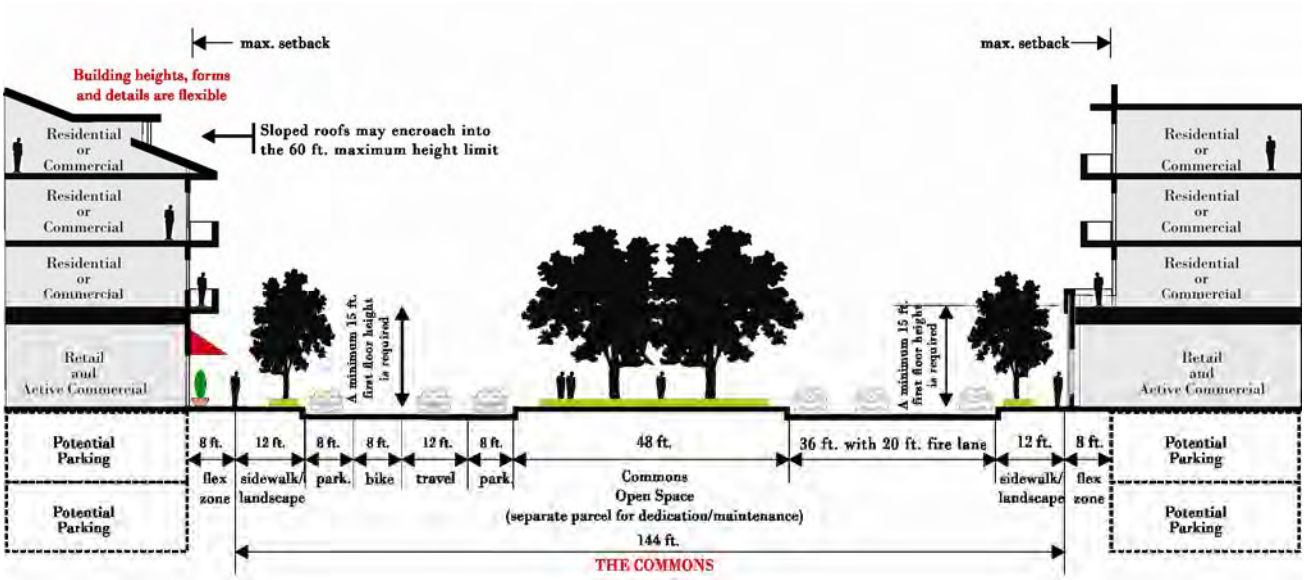
Comments:

- Active Flex Zones are recommended for a minimum of 50% of a project's frontage.
- Landscape buffer is recommended adjacent to street and sidewalks and flex zones to create a pedestrian realm. See Flex Zone Discussion on page 6-32.

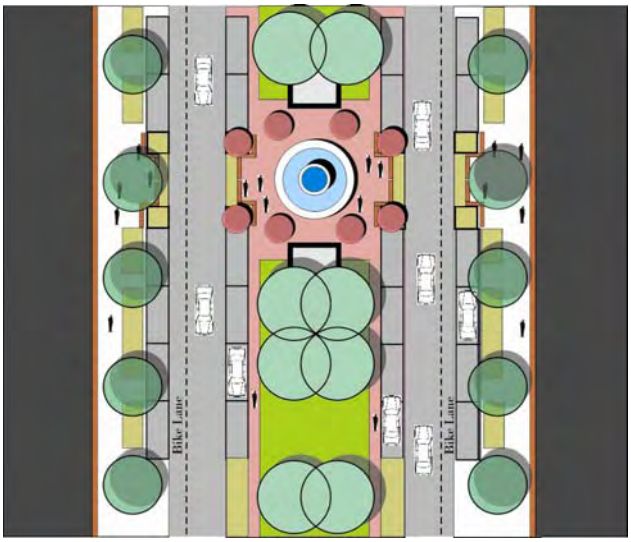
SECTION 6-2: THE COMMONS

The Commons is the heart of the North Camino Ramon Specific Plan Area, and the will provide a strong visual image and identity for the area. It will be a slow traffic local street providing abundant on-street parking for easy access to the retail and commercial service uses along its length.

Ground floor uses and sidewalks will be designed for active uses to enhance the social and economic vitality of the core, and provide an attractive environment to serve the needs of city residents, specific plan area residents, and employees of nearby commercial and medical uses during the day and into the evening.

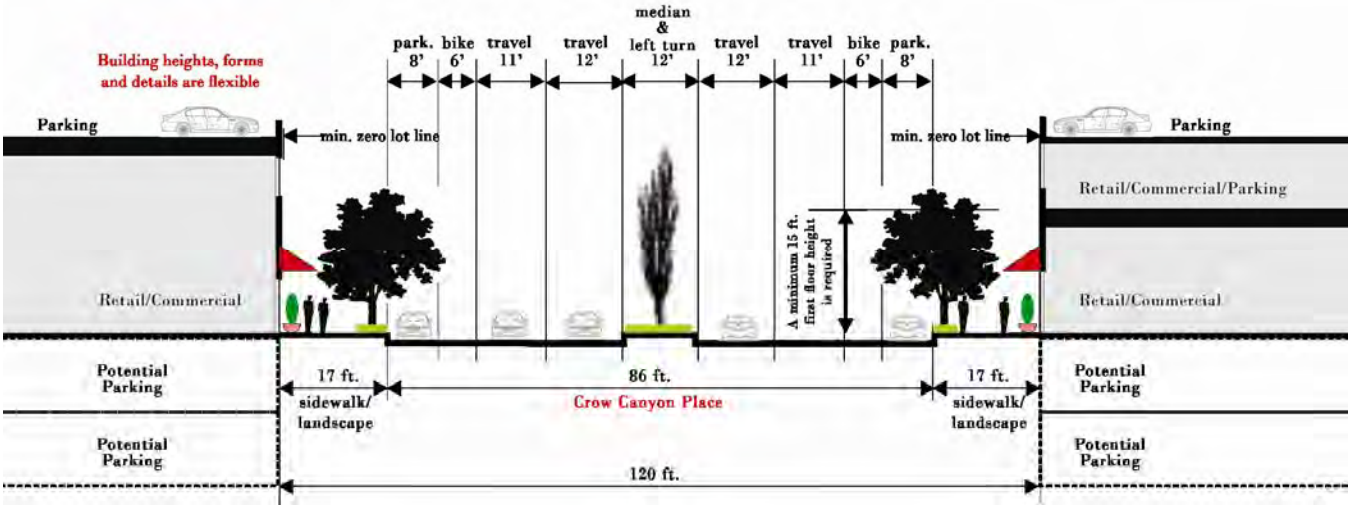


Right-of-way:	144 feet
On-street parking:	yes
Bike lanes:	yes
Sidewalk/Landscape Width:	12 feet
Flex Zone Min.:	8 feet
Min. Setback:	8 feet
Max. Setback:	8 feet
Minimum first floor height:	15 feet
Minimum building height:	35 feet
Ground floor active uses:	Yes
Comments:	

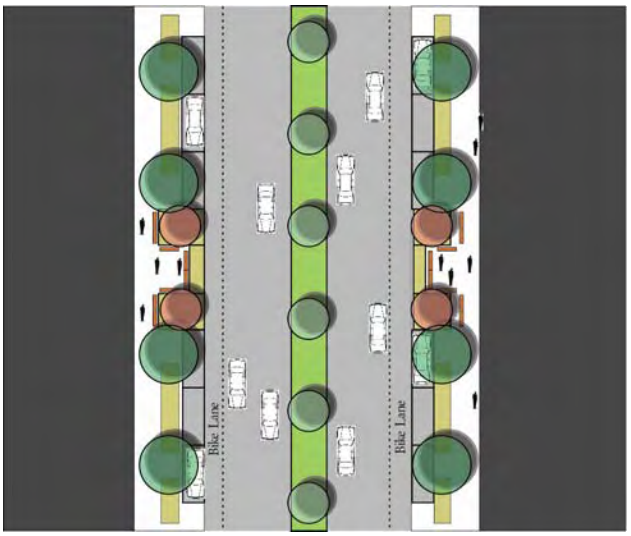


SECTION 6-3: CROW CANYON PLACE

Crow Canyon Place will serve two important functions: as a location for mid- and large-floor plate retail uses and other more automobile-oriented uses, and as an access roadway to similar uses at its intersection with Norris Canyon Road. While more automobile-oriented than other streets within the core area, it will be designed for active and pleasant pedestrian use as an extension of The Commons sidewalk network. Bike lanes are provided to extend those designated in the General Plan on Bishop Drive (to the south) to connect with the "B" Street link to the Iron Horse Trail.



Right-of-way:	120 feet
On-street parking:	yes
Bike lanes:	yes
Sidewalk/Landscape Width:	17 feet
Flex Zone Min.:	none
Min. Setback:	none
Max. Setback:	5 feet
Minimum first floor height:	15 feet
Minimum building height:	none
Ground floor active uses:	Yes



Comments:

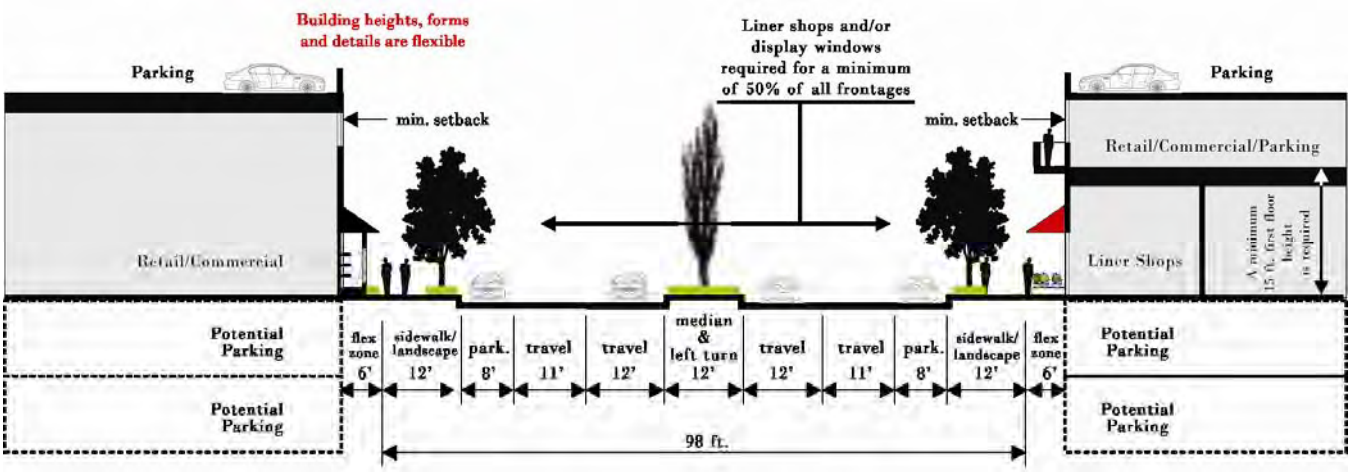
- Development along the east side of the street will be expected to reinforce the build-to lines and the strong pedestrian environment of The Commons area with structures built at or within 5 feet of the sidewalk line.
- Development along the east side of the street will be expected to integrate parking with spaces constructed below grade, on upper levels, or surrounded by actively occupied building space. Surface parking fronting onto Crow Canyon Place will not be permitted as part of new development.

- Development along the west side of the street will be expected to reinforce the build-to lines. However, more latitude will be allowed in building and parking placement as part of the development plan review given the specific project elements and consistency with the Plan Vision.

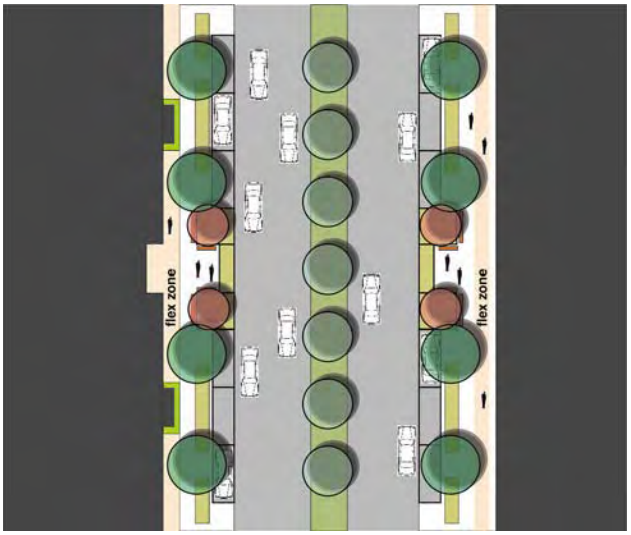
SECTION 6-4: STREET A

Street A will provide a vehicular link between the north entry to the central block at The Commons North and the automobile-oriented uses along Crow Canyon Place. It will also offer access to the shared parking structure.

While additional lanes are provided to accommodate the anticipated travel on this street, sidewalks are planned as an extension of the pedestrian-oriented environment along The Commons.



Right-of-way:	98 feet
On-street parking:	yes
Bike lanes:	No
Sidewalk/Landscape Width:	12 feet
Flex Zone Min.:	6 feet
Min. Setback:	6 feet
Max. Setback:	10 feet
Minimum first floor height:	15 feet
Minimum building height:	none
Ground floor active uses:	Yes

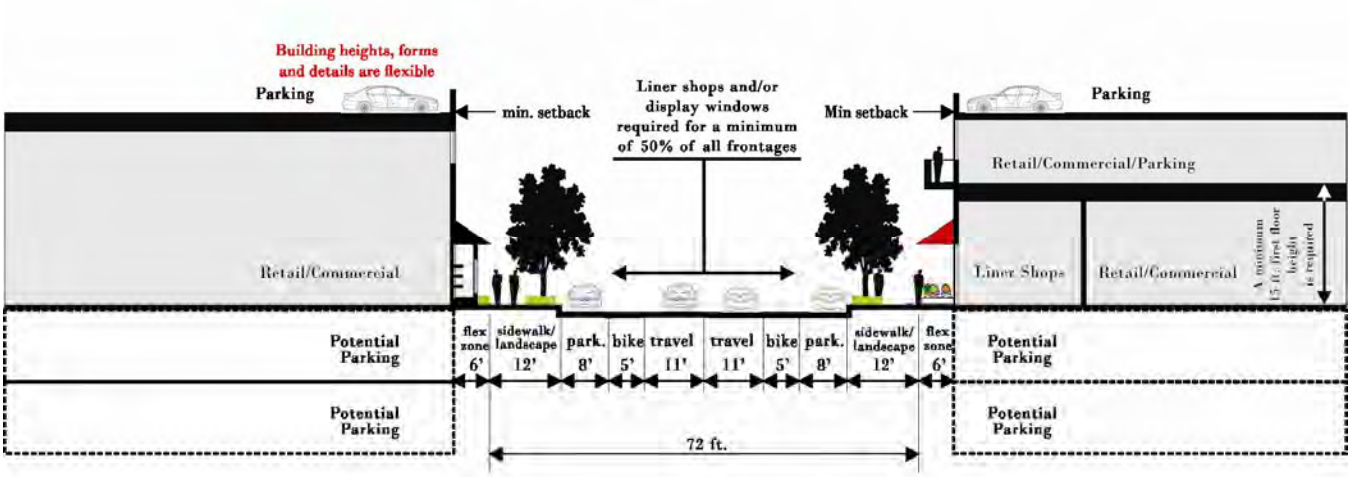


Comments:

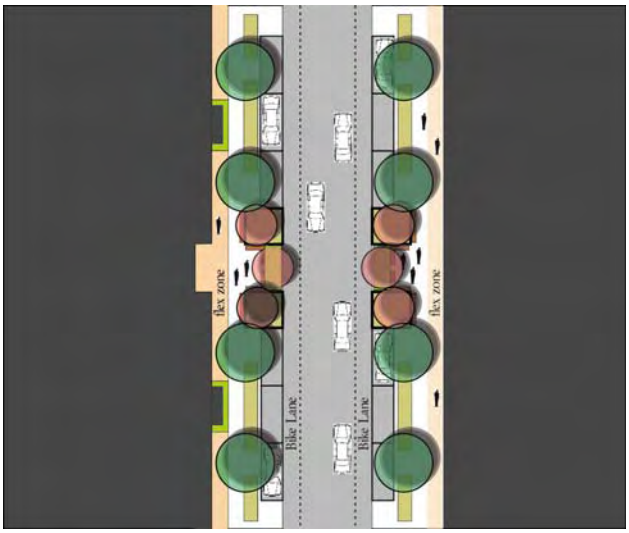
- Liner shops and/or display windows recommended for a minimum of 50% of all frontages.

SECTION 6-5: STREET B WEST

Street B West is a local street with bike lanes provided to link those on Crow Canyon Place and south on Bishop Drive to the Iron Horse Trail. The street also provides a direct vehicular and pedestrian connection between the shared parking structure and Crow Canyon Place.



Right-of-way:	72 feet
On-street parking:	yes
Bike lanes:	yes
Sidewalk/Landscape Width:	12 feet
Flex Zone Min.:	6 feet
Min. Setback:	6 feet
Max. Setback:	10 feet
Minimum first floor height:	15 feet
Minimum building height:	none
Ground floor active uses:	Yes

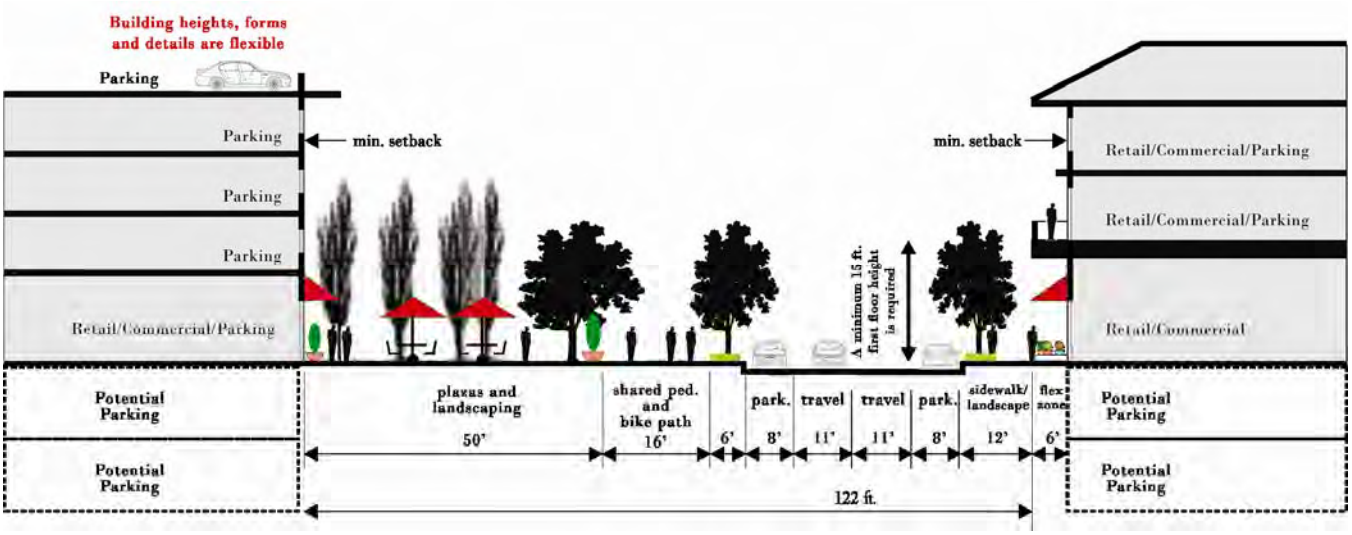


Comments:

- Liner shops and/or display windows recommended for a minimum of 50% of all frontages.

SECTION 6-6: STREET B EAST

Street B East is a local street adjacent to the shared parking structure and the Iron Horse Trail pedestrian and bicycle path. The street also provides a direct vehicular and pedestrian connection between Crow Canyon Place and the shared parking structure.



Right-of-way: 122 feet

On-street parking: yes

Bike lanes (trail): yes

Sidewalk/Landscape Width: 12 feet

Flex Zone Min.: 6 feet

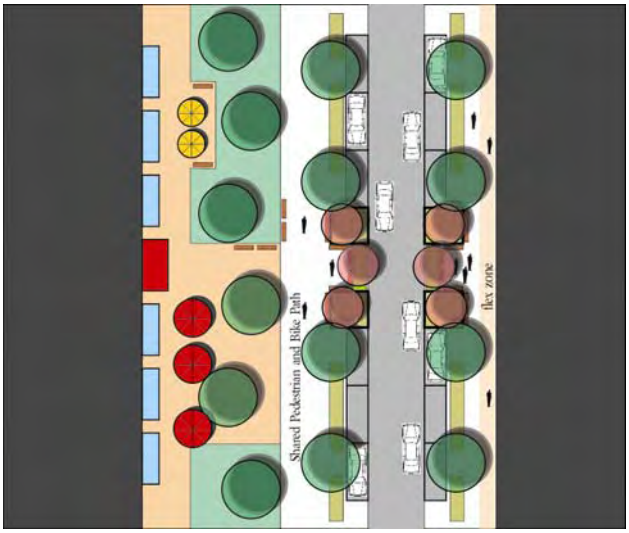
Min. Setback: 6 feet

Max. Setback: 10 feet

Minimum first floor height: 15 feet

Minimum building height: none

Ground floor active uses: see comments

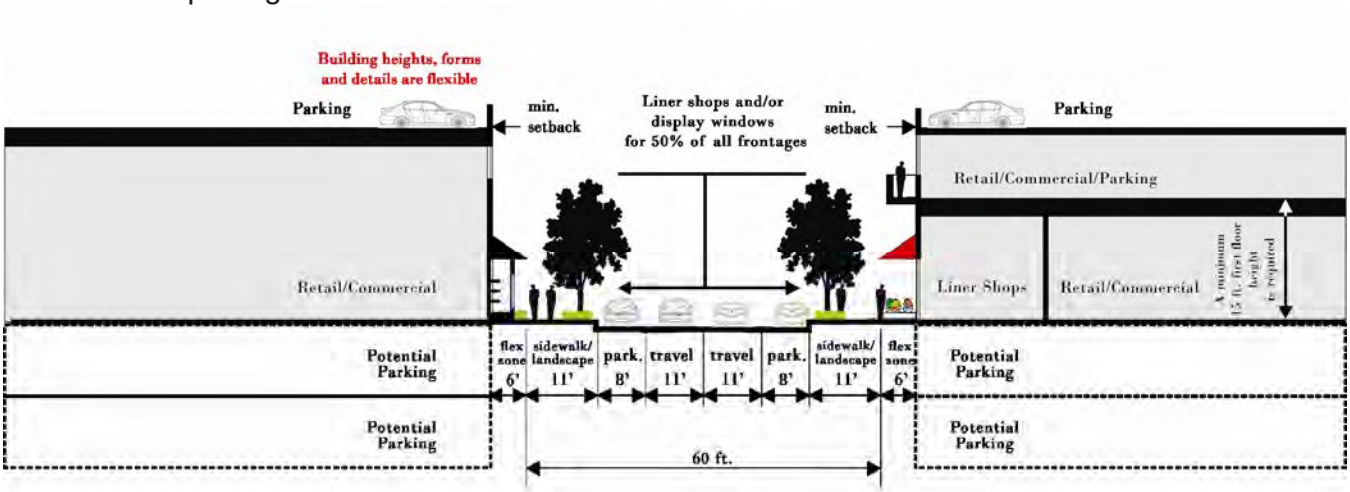


Comments:

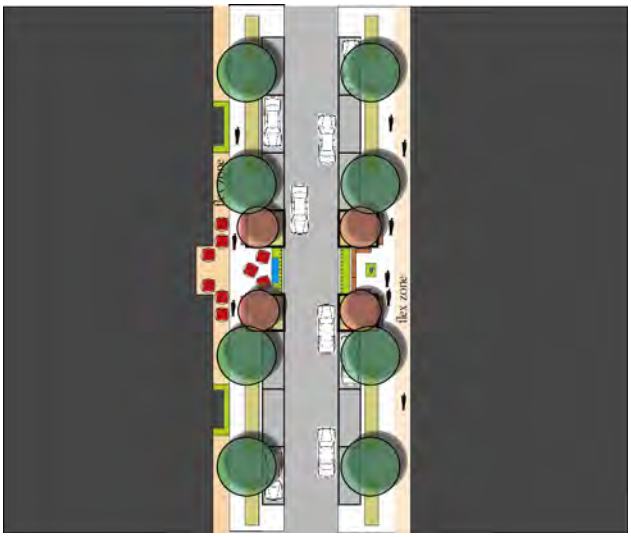
- A 16 foot wide shared pedestrian and bicycle path is required along the north side of the street.
- A 50 foot wide area of plazas and landscaping is required along the north side of the street. Landscaping must be adequate to provide a visual continuation of the landscaped link to the east of Camino Ramon (see section 4-7: D Street West).
- Vehicular access to uses on the north of this street will not be permitted.

SECTION 6-7: STREET C

Street C is a local street with on-street parking. While this street is expected to be constructed for vehicular and pedestrian linkages unless the land use precludes it, some flexibility will be maintained with respect to its precise location consistent with sound practices regarding street intersection spacing.



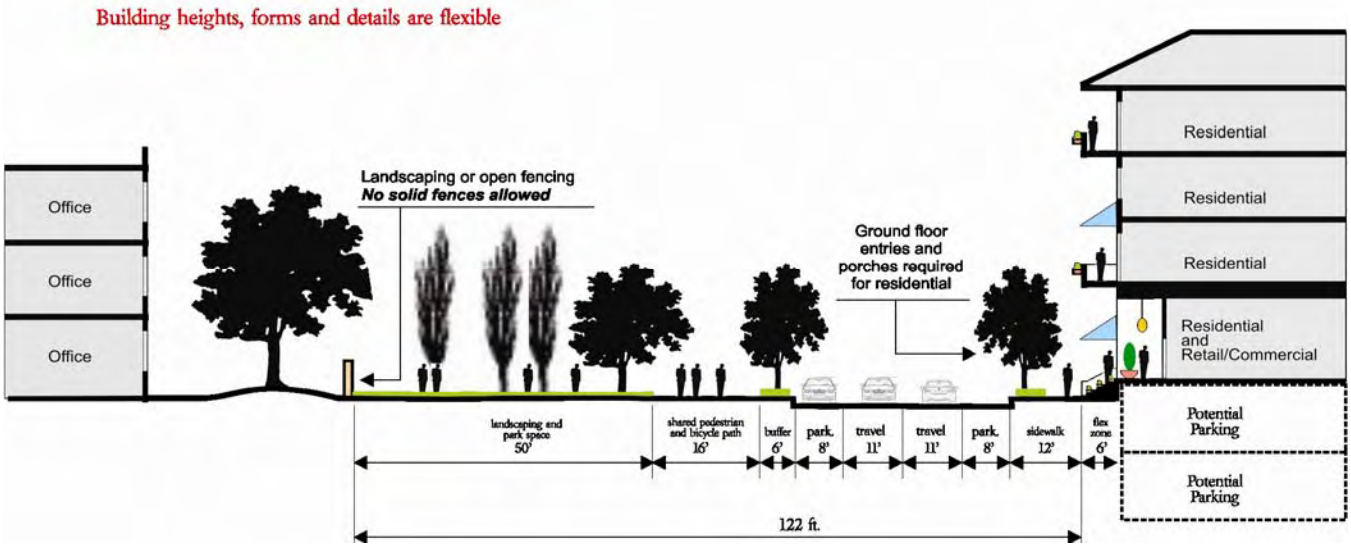
Right-of-way:	60 feet
On-street parking:	yes
Bike lanes:	no
Sidewalk/Landscape Width:	11 feet
Flex Zone Min.:	6 feet
Min. Setback:	6 feet
Minimum first floor height:	15 feet
Minimum building height:	none
Ground floor active uses:	Yes
Comments:	



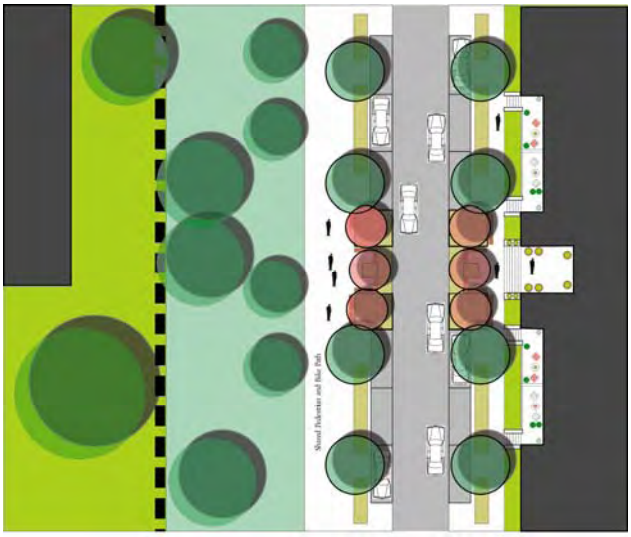
- Liner shops and/or display windows recommended for a minimum of 50% of all frontages.

SECTION 6-8: STREET D WEST

Street D West is the westerly portion of a new local street connecting Alcosta Boulevard to Camino Ramon, and providing additional vehicular access to the central block, it also will provide activity to increase the public safety of the Iron Horse Trail Link.



Right-of-way:	122 feet
On-street parking:	yes
Bike lanes:	yes
Pedestrian/Bike Path	18 feet
Sidewalk/Landscape Width:	12 feet
Setback for residential:	15 feet
Max. Setback:	none
Flex Zone Min.:	none
Minimum first floor height:	none
Minimum building height:	none
Ground floor active uses:	not required

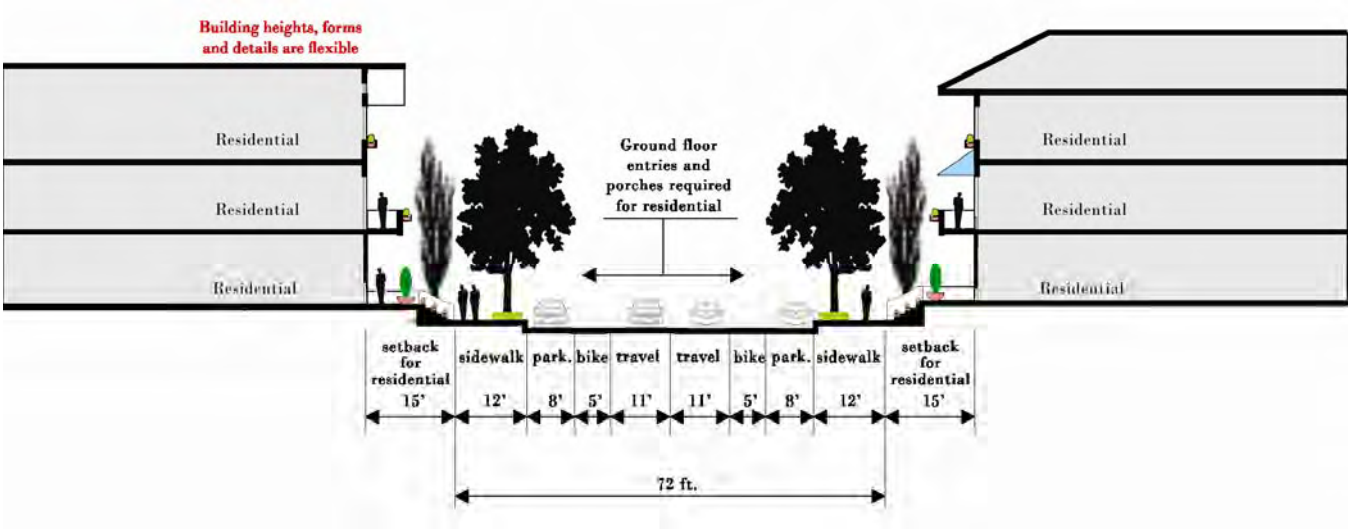


Comments:

- A 16 foot wide shared pedestrian and bicycle path is required along the north side of the street.
- A 50 foot wide area of park space and landscaping is required along the north side of the street. Dedication and improvement of this linear park space shall be coordinated with, but separate for the required street dedications and improvements.
- Vehicular access to uses to the north of this street will not be permitted.
- Commercial components of residential developments must adhere to the residential setback; however, may utilize set back area as active Flex Zone space to add to the pedestrian connectivity.

SECTION 6-9: STREET D EAST

Street D East is the easterly portion of a new local street connecting Alcosta Boulevard to Camino Ramon, providing additional vehicular access to the development parcels along its edges, and providing pedestrian and bicycle connections to the Iron Horse Trail and The Commons.



Right-of-way: 72 feet

On-street parking: yes

Bike lanes: yes

Sidewalk/Landscape Width: 12 feet

Setback for residential: 15 Feet

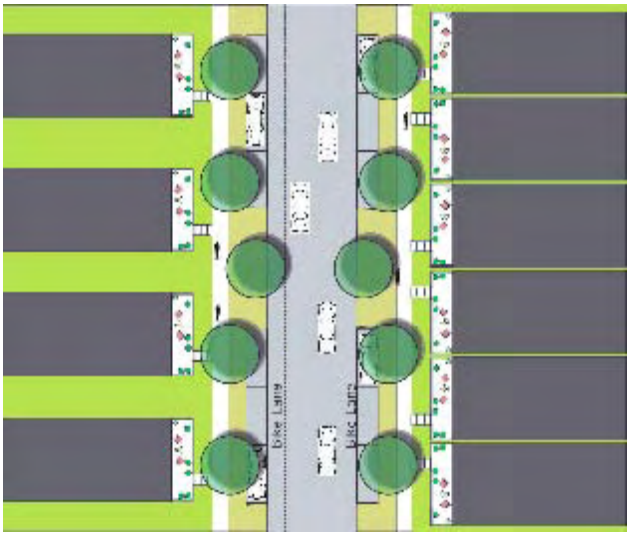
Max. Setback: none

Flex Zone Min.: none

Minimum first floor height: none

Minimum building height: none

Ground floor active uses: not required

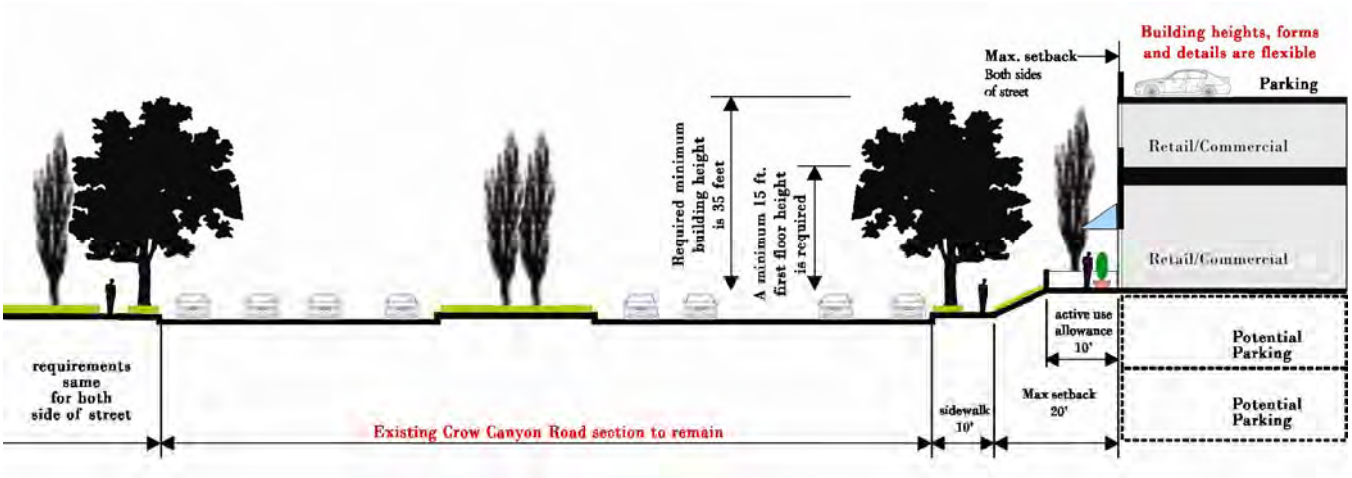


Comments:

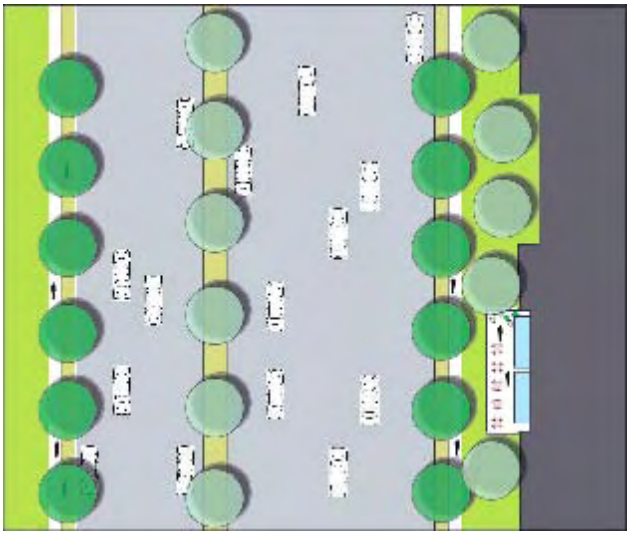
- Commercial components of residential developments must adhere to the residential setback; however, may utilize setback area as active Flex Zone space to add to the pedestrian connectivity.

SECTION 6-10: CROW CANYON ROAD

Crow Canyon Road's importance as a primary entry to the City of San Ramon will be reinforced with structures and ground floor uses that better define the edges of the thoroughfare. The street's current width and profile will remain unaltered.



Right-of-way:	Varies
On-street parking:	no
Bike lanes:	no
Sidewalk/Landscape Width:	10 feet
Flex Zone Min.:	None
Min. Setback:	10 feet
Max. Setback:	20 feet
Minimum first floor height:	15 feet
Minimum building height:	35 feet
Ground floor active uses:	Yes

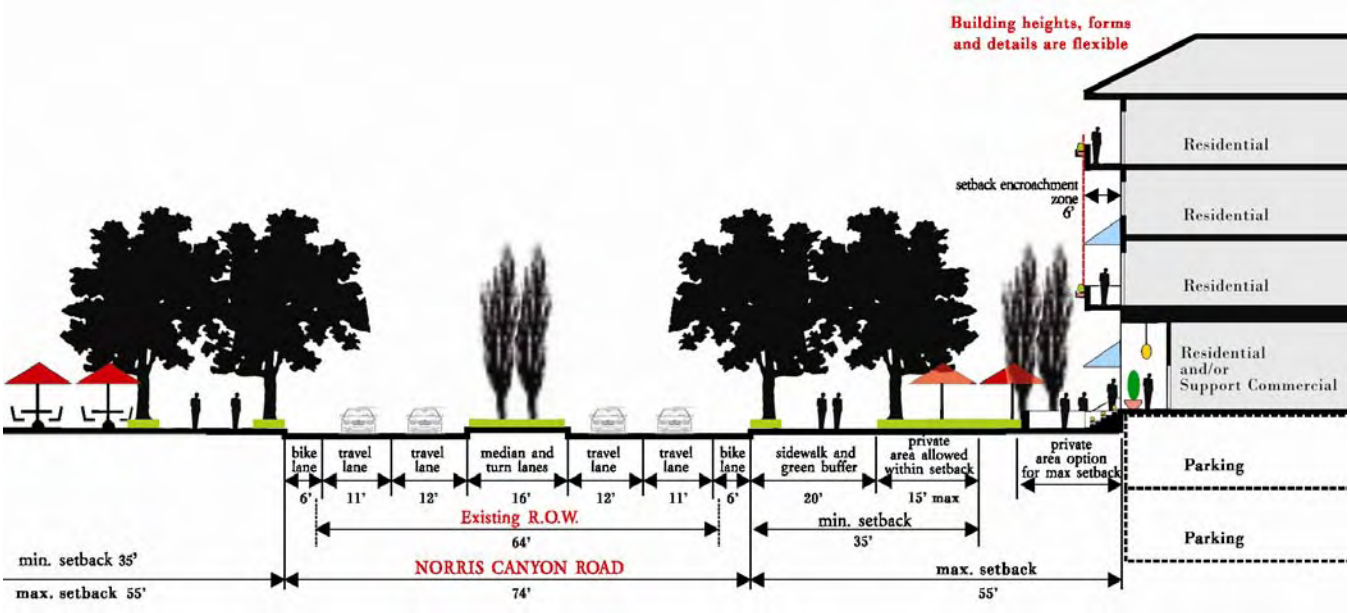


Comments:

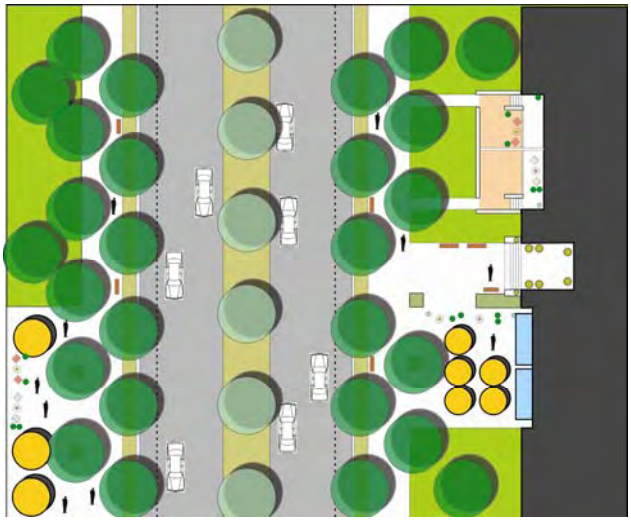
- While a minimum height at the build-to line is required, taller structures are strongly encouraged to enhance the City entry importance of the street.
- 10 foot Flex Zone permitted within adjacent to the proposed buildings.

SECTION 6-11: NORRIS CANYON ROAD

Norris Canyon Road will be widened slightly from its current width to accommodate a landscaped median to enhance the anticipated residential and resident-serving uses along its edge. Active uses, ground floor entries to residential units and buildings, and upper floor balconies to bring life to the street environment will be strongly encouraged to enhance the street's role of providing pedestrian access between nearby employment uses and The Commons.



Right-of-way:	74 feet
On-street parking:	no
Bike lanes:	yes
Sidewalk/Landscape Width:	20 feet
Flex Zone Min.:	15
Min. Setback:	35 feet
Max. Setback:	55 feet
Minimum first floor height:	none
Minimum building height:	none
Ground floor active uses:	Yes

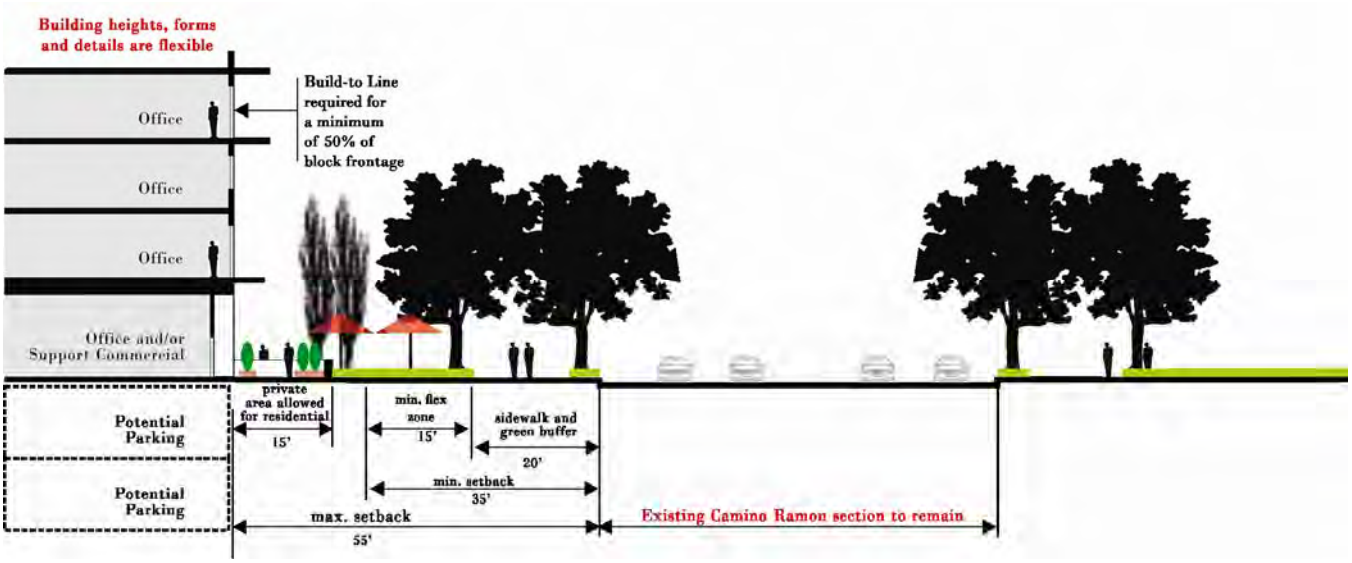


Comments:

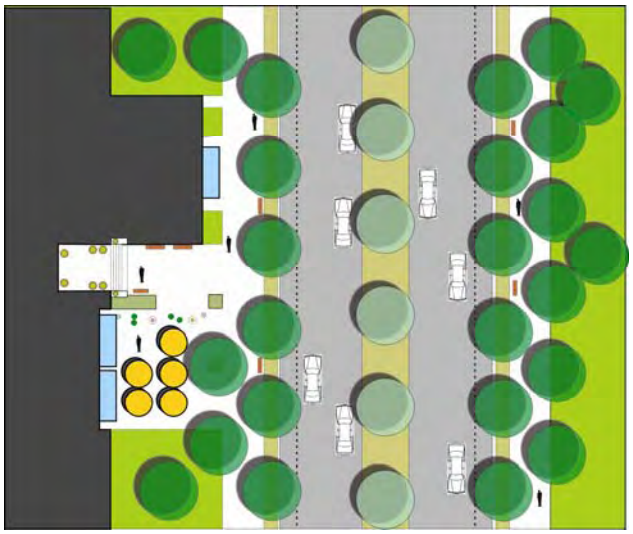
- Sidewalk and landscape to be integrated into the street front design and are not part of the public right of way. Alternative sidewalk alignments may be considered on a case by case basis.
- Active ground floor uses are strongly encouraged along both sides of Norris Canyon Road.
- Soft landscaping with outdoor uses (e.g., dining and gathering spaces) are strongly encouraged to maintain the street's current character.

SECTION 6-12: CAMINO RAMON NORTH

Camino Ramon North will likely provide frontages for a wide variety of uses, including larger structures such as supermarkets, drug stores, single tenant retail buildings, and office buildings. A variety of edge conditions are possible, but the goal is to enhance the landscaping along this street, and to improve its pedestrian environment to encourage walking to the uses that may front on the street.



Right-of-way:	Varies
On-street parking:	no
Bike lanes:	no
Sidewalk/Landscape Width:	20 feet
Flex Zone Min.:	15 feet
Min. Setback:	15feet
Max. Setback:	None
Minimum first floor height:	None
Minimum building height:	None
Ground floor active uses:	Yes

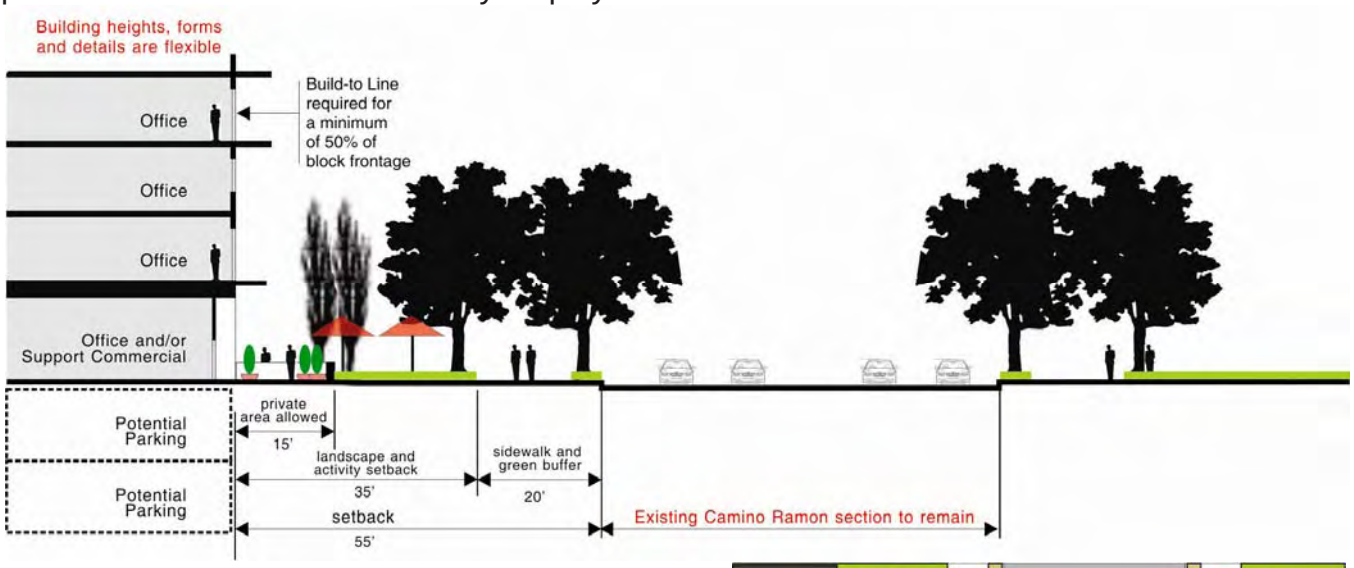


Comments:

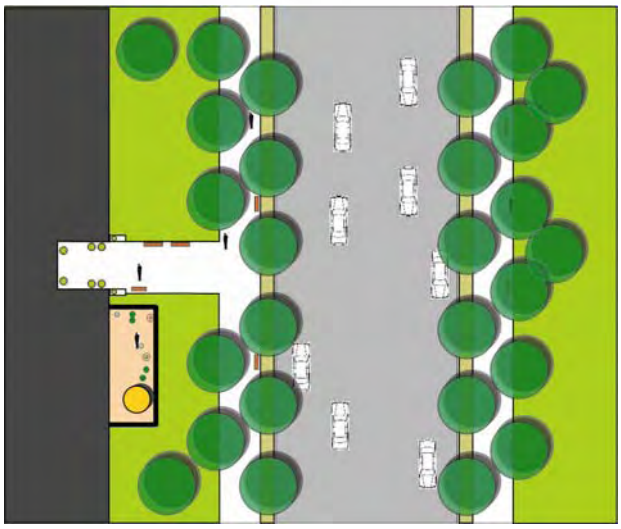
- Sidewalk and landscape to be integrated into the street front design and are not part of the public right of way. Alternative sidewalk alignments may be considered on a case by case basis.
- Reinforcement of edge landscaping is required.
- Sidewalk width includes green buffer but may not include flex space. Flex zones not utilized for active use shall be landscaped.

SECTION 6-13: CAMINO RAMON SOUTH

Camino Ramon South is envisioned as a consolidation of the Bishop Ranch office uses in the specific plan area, combined with residential uses to enliven the area and to support Bishop Ranch businesses, City Center, and The Commons commercial core. Active uses, ground floor entries to residential units and buildings, and upper floor balconies to bring life to the street environment will be strongly encouraged to enhance the street's role of providing pedestrian access between nearby employment uses and The Commons.



Right-of-way:	Varies
On-street parking:	no
Bike lanes:	no
Sidewalk/Landscape Width:	20 feet
Flex Zone Min.:	15 feet
Min. Setback:	35 feet
Max. Setback:	55 feet
Minimum first floor height:	None
Minimum building height:	None
Ground floor active uses:	Yes

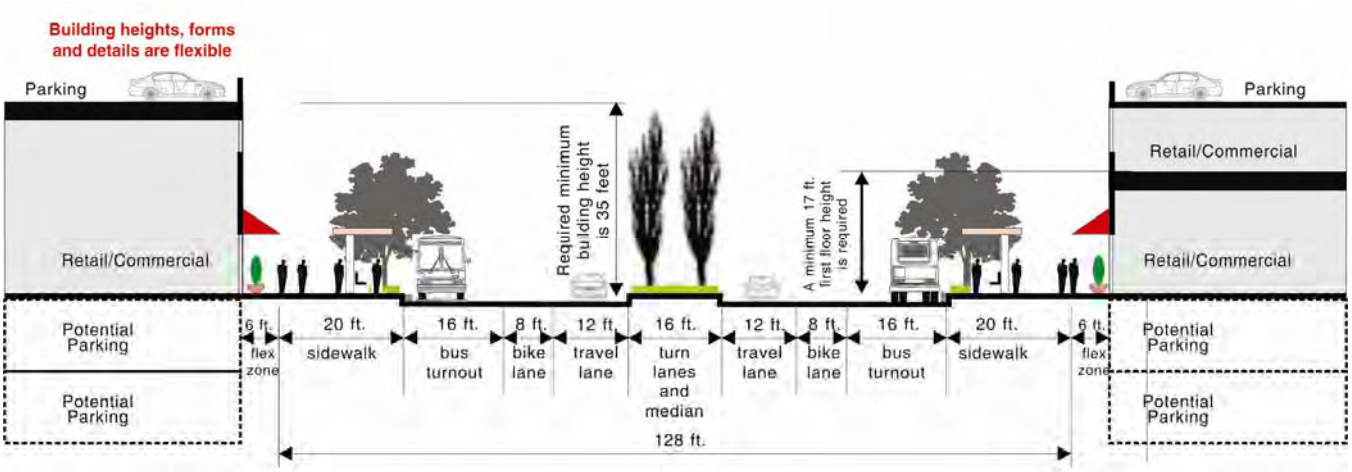


Comments:

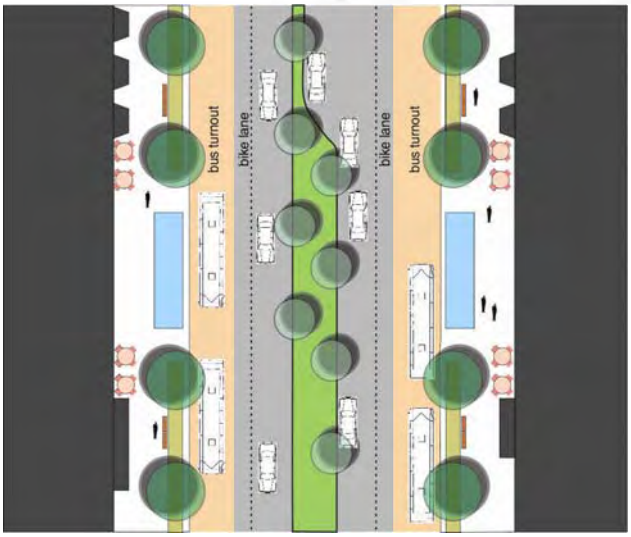
- Active ground floor uses are strongly encouraged along Camino Ramon.
- Soft landscaping with outdoor uses (e.g., dining and gathering spaces) are strongly encouraged.
- Sidewalk and landscape to be integrated into the street front design and are not part of the public right of way. Alternative sidewalk alignments may be considered on a case by case basis.
- Sidewalk width includes green buffer but may not include flex space. Flex zones not utilized for active use shall be landscaped.

SECTION 6-14: THE COMMONS SOUTH TRANSIT CENTER

The Commons South, immediately adjacent to Norris Canyon Road, will accommodate the relocated Transit Center, and provide a mix of uses including restaurant, retail, and commercial services to meet the needs of nearby Bishop Ranch office workers and residents in the planned adjacent residential neighborhood. Residential uses, over ground floor commercial uses will be required on the east side of the street to provide a transition to the planned adjacent residential neighborhood. Parking to serve development and the Transit Center are possible on the upper floors on the west side.



Right-of-way:	128 feet
On-street parking:	no
Bike lanes:	yes
Sidewalk/Landscape Width:	20 feet
Flex Zone Min.:	6 feet
Max. Setback:	None
Minimum first floor height:	15 feet
Minimum building height:	35 feet
Ground floor active uses:	Yes

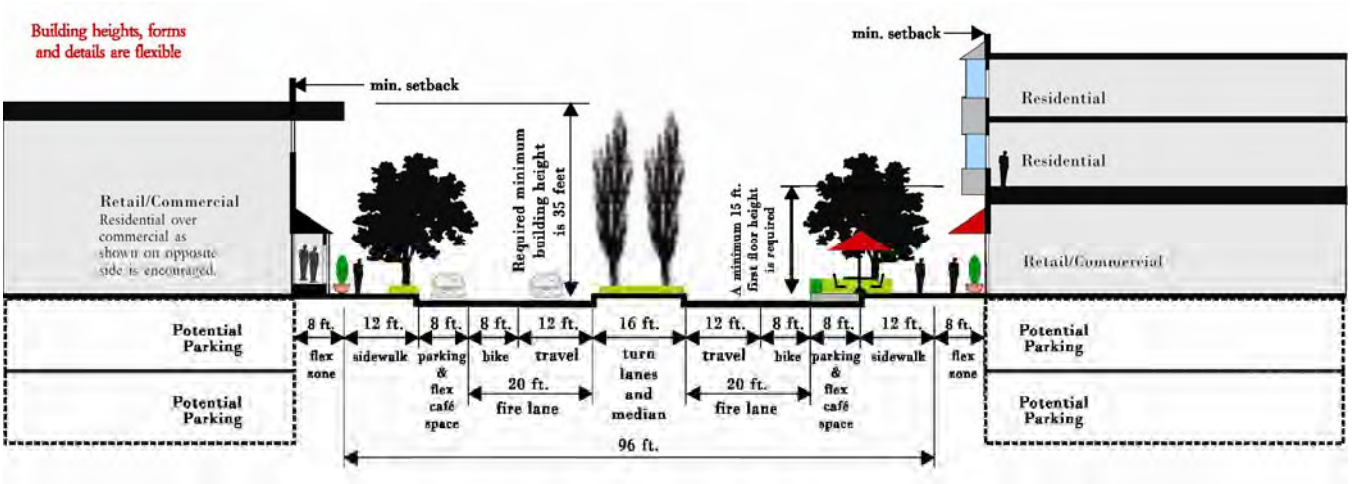


Comments:

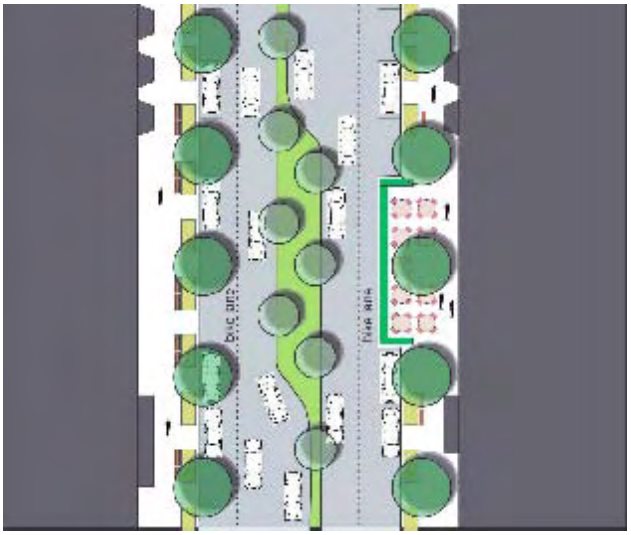
- Accommodate an on-street Transit Center adjacent to Norris Canyon Road.
- Provide parking to serve development and transit center.

SECTION 6-15: THE COMMONS SOUTH

The Commons South, between the new Streets E and F, will provide a mix of uses including restaurant, retail, and commercial services to meet the needs of nearby Bishop Ranch office workers and residents in the planned adjacent residential neighborhood. Residential uses, over ground floor commercial uses will be required on the east side of the street to provide a transition to the planned adjacent residential neighborhood.



Right-of-way:	112 feet
On-street parking:	yes
Bike lanes:	yes
Sidewalk/Landscape Width:	12 feet
Flex Zone Min.:	8 feet
Max. Setback:	15 feet
Minimum first floor height:	15 feet
Minimum building height:	35 feet
Ground floor active uses:	Yes

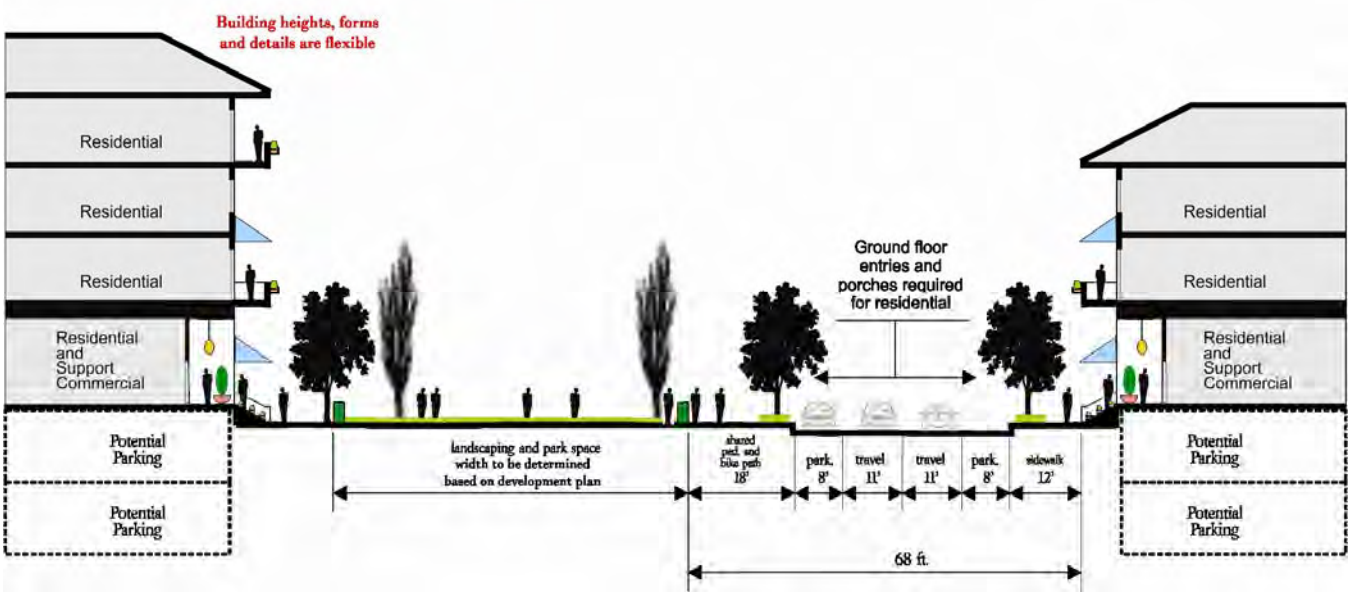


Comments:

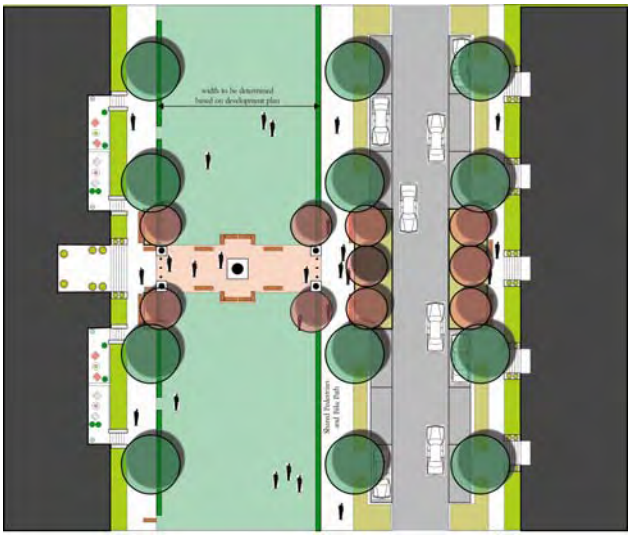
- Active ground floor uses are strongly encouraged.
- Soft landscaping with outdoor uses (e.g., dining and gathering spaces) are strongly encouraged.
- Support commercial uses are encouraged on the ground floors of both office and residential structures to serve the employees and residents.

SECTION 6-16: STREET E EAST

Street E East will provide access to new multifamily residential development, and include park space for both active and passive recreation. Adjacent residential development will be encouraged to provide smaller open spaces and walkways that connect to the park space along the street. On-street parking will provide convenient parking for residential guests and community residents using the open space.



Right-of-way:	68 feet
On-street parking:	yes
Bike lanes:	yes
Sidewalk/Landscape Width:	12 feet
Pedestrian/Bike Path	18 feet
Flex Zone Min.:	None
Residential Setback:	20 Feet
Max. Setback:	20 feet
Minimum first floor height:	none
Minimum building height:	none
Ground floor active uses:	Yes

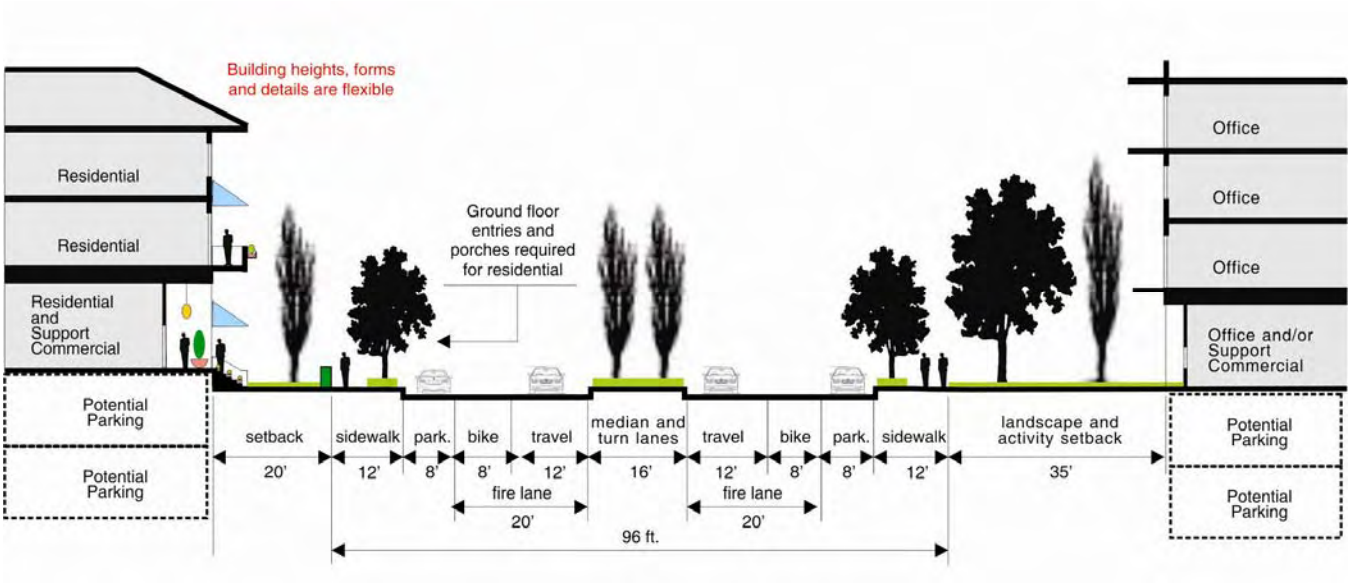


Comments:

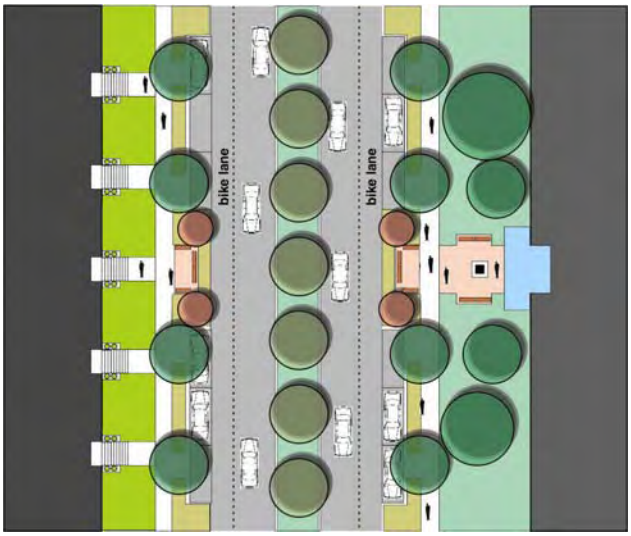
- Shared pedestrian and bicycle path is required.
- Landscaping and park space is required along the street frontage. The width will be determined based on the development plan for the adjacent parcels. Dedication and improvement of this linear park space shall be coordinated with, but separate from the required street dedications and improvements.

SECTION 6-17: STREET F EAST

Street F East will provide access to new multifamily residential development, and include park space for both active and passive recreation. Adjacent residential development will be encouraged to provide smaller open spaces and walkways that connect to the park space along the street. On-street parking will provide convenient parking for residential guests and community residents using the open space.



Right-of-way:	96 feet
On-street parking:	yes
Bike lanes:	yes
Sidewalk/Landscape Width:	12 feet
Residential setback:	20 feet
Office setback:	35 feet
Max. Setback:	35 feet
Minimum first floor height:	none
Minimum building height:	none
Ground floor active uses:	Yes

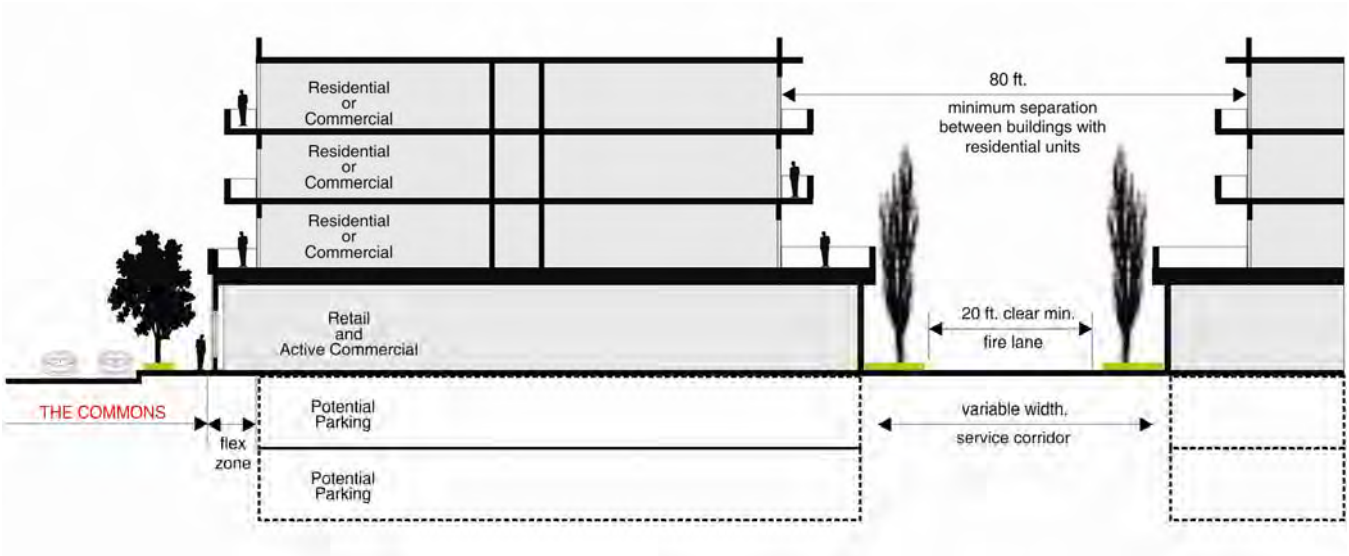


Comments:

- Support commercial uses are encouraged on the ground floors of both office and residential structures to serve the employees and residents.
- Landscape and activity setbacks are required along all office frontage to buffer residential neighborhoods from larger office buildings.

SECTION 6-18: SERVICE CORRIDOR

Service corridors will be required at the rear of buildings fronting on The Commons, including The Commons North and The Commons South, to provide service delivery and trash removal access for commercial uses. Driveway access must be wide enough to accommodate a fire lane. A minimum separation of 80 feet is required between buildings where any one of the structures contains residential units.



SIDEWALK STANDARDS

The treatment of sidewalks within the Specific Plan area is critical to achieving the goal of an environment that is pedestrian friendly, and encourages walking instead of driving for short trips. They will strongly influence the perception and image of the Area, and are considered a part of the area's public space realm.

Major sidewalks are divided into three zones:

- **Amenity Zone**

  Landscaping, rain gardens, paving, benches, bike racks, and other street furniture will provide a buffer between pedestrians and adjacent parked cars and moving traffic.

- **Pedestrian Zone**

  A clear path will be maintained at sufficient width to allow side-by-side walking.

- **Flex Zone**

  Varying in width according to location and anticipated volume of pedestrian traffic, the flex zone is intended to promote visual diversity and interest along street frontages through a variety of private building and activity uses.

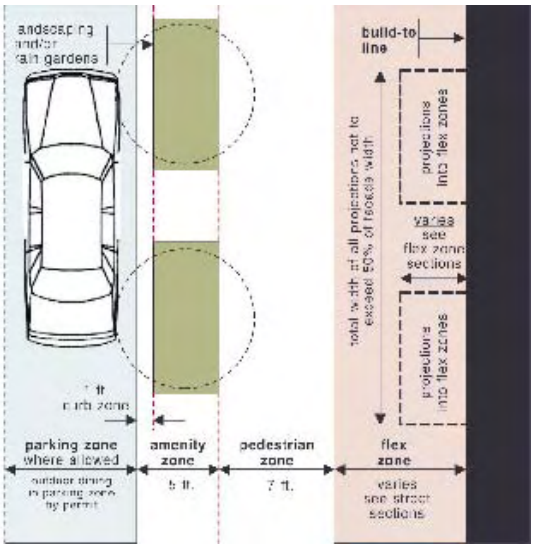
Sidewalks, street trees, and planting strips are required along all streets in the Specific Plan Area.

FLEX ZONES

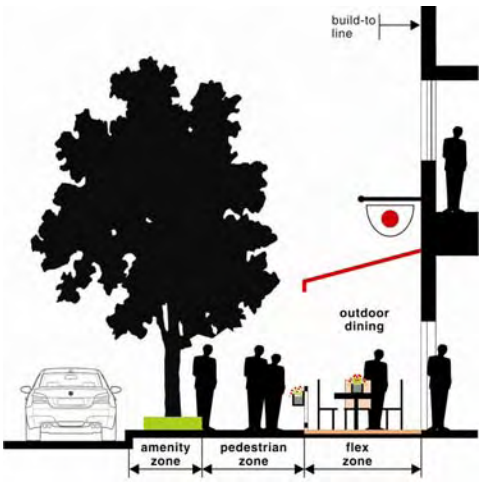
Flex zones are located on development parcels along selected street frontages, as indicated on the street standards sections contained in this chapter. They vary in width according to location and anticipated uses.

Building elements extending into the flex zone are limited to a maximum of 50% of the building's facade width with the remainder of the area reserved for outdoor activities (e.g., outdoor dining), landscaping, potted plants and trees, special paving, and benches and other pedestrian-friendly street furniture.

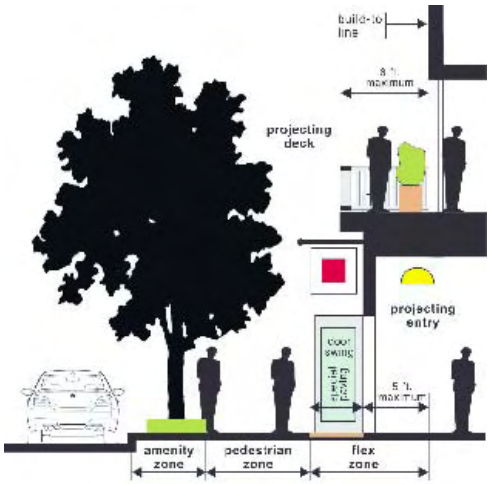
A number of appropriate building and activity uses within the flex zone, along with standards for maximum projections, are shown on the following pages. Other building elements and uses may be considered on a case-by-case basis.



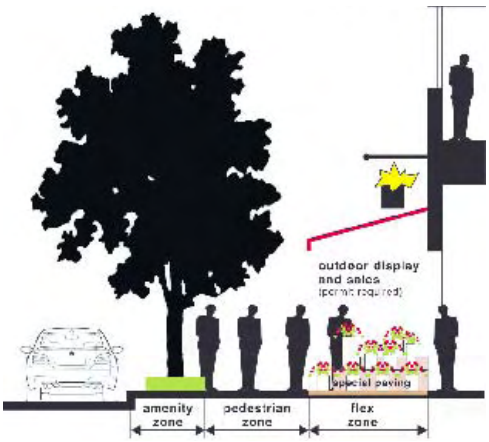
Sidewalk Zones



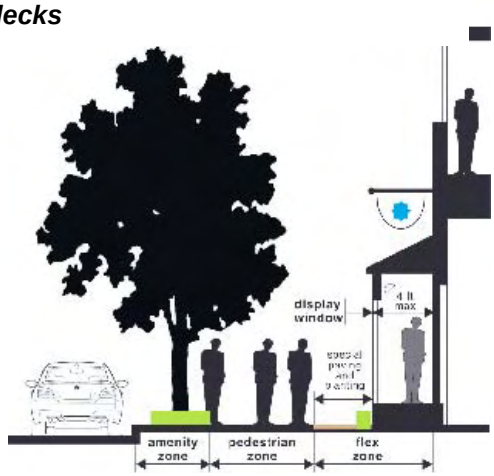
Flex Zone: Outdoor dining



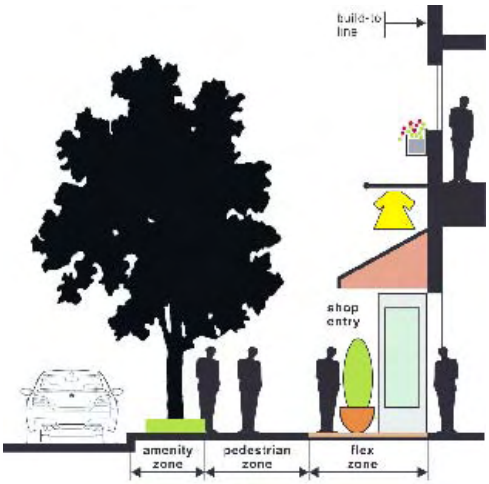
Flex Zone: Projecting entries and decks



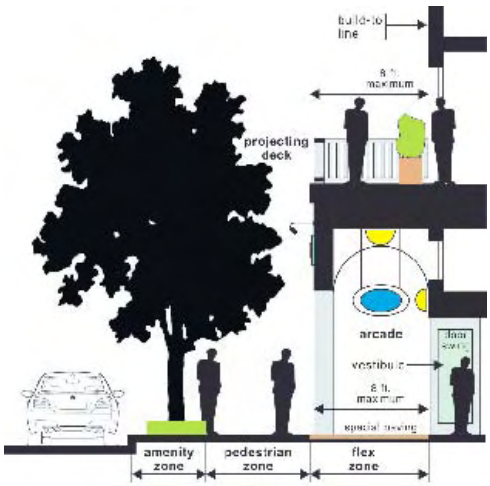
Flex Zone: Outdoor display



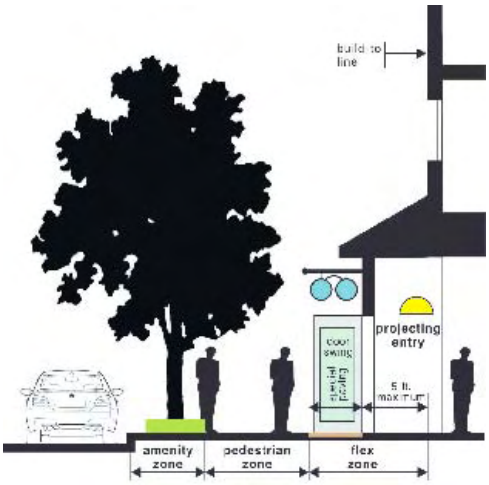
Flex Zone: Display window



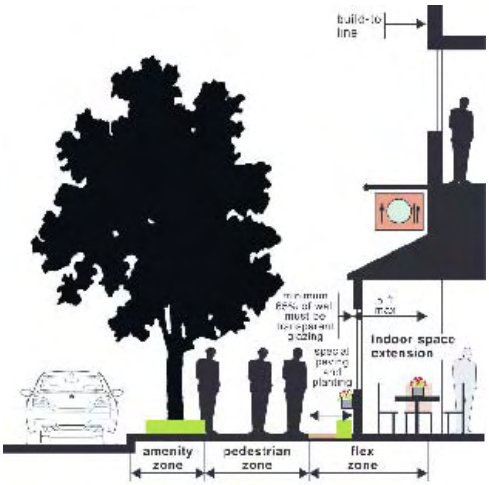
Flex Zone: Projecting entry



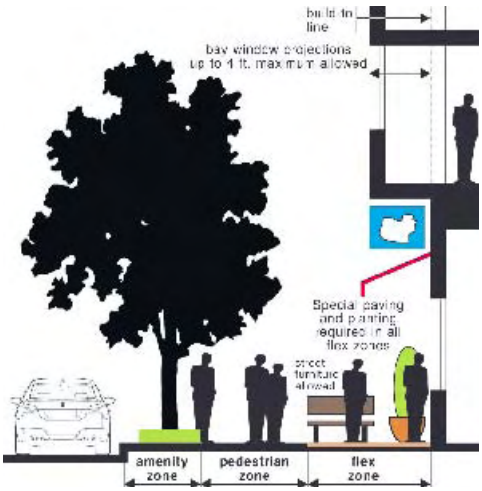
Flex Zone: Arcade



Flex Zone: Shop entry



Flex Zone: Indoor space extension



Flex Zone: seating and landscape

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CHAPTER 7:

DESIGN GUIDELINES

Chapter 7
DESIGN GUIDELINES

Over the next twenty years or more, much of the existing development within the Specific Plan Area will be in transition. These changes will take place over a timeframe determined by market conditions and the goals and objectives of many individual property owners. While current development largely consists of individual buildings separated by parking lots and landscaping, future structures are likely to be taller and closer together to provide opportunities for an enhanced transportation and pedestrian-friendly environment envisioned for the area. These design guidelines provide direction regarding the City's development expectations and Specific Plan Vision.

The Design Guidelines in this Chapter apply to both public and private sector projects related to new buildings, parking lot/structure design and signage. They are drawn from observations of successful similar projects and well-accepted design principles. While they are not hard and fast rules, any alternative approaches are expected to satisfy the intent of the Guidelines. In the event that no guideline exactly addresses a specific condition, the principles set forth in this Chapter will be used to determine acceptability.

The intent of these Design Guidelines is to:

- Encourage a diversity of project types and land use mixes.
- Avoid trendy designs in favor of timeless building styles.
- Emphasize ground floor interest and detail to encourage a pedestrian environment.
- Enhance a sense of inter-connectivity between buildings and neighborhoods within the Plan Area.
- Enhance the connectivity and visual relationships between buildings and public spaces.
- Encourage visual diversity.
- Emphasize a human scale.
- Encourage sustainability, Green building and energy efficiency.

No single architectural style is required; however, there is an expectation that design forms, materials, and details will be respectful of their neighbors, and that buildings will adhere to the Architectural Design Principles articulated below. Architectural Review will be required for all new development projects to ensure consistency with these Guidelines and overall Specific Plan Vision.

ARCHITECTURAL DESIGN PRINCIPLES

The architectural form and details of buildings are generally determined by the uses they are designed to accommodate their frontage orientation and parking needs.

The following basic architectural principles are applicable to new developments:

1. Building heights, window patterns, and colors shall be varied along any single block frontage.

2. Roof lines shall be varied along block frontages by height and/or roof form variation.
3. Building walls and details shall be organized into a clearly identifiable base, middle, and top.
4. Architectural forms, materials and details shall be carried around all sides of a building.
5. Architectural scaling elements, such as banding, belt coursing, bay windows, balconies, sills, lintels, mullions, and changes in texture, and pattern, shall be used to break up the appearance of large building forms.
6. Facade depths shall be varied utilizing a combination of techniques including projecting elements (e.g., pilasters and bay windows), wall plane offsets, and recessed windows.
7. High quality materials along with special accent materials and design details shall be incorporated into all first floor facades and paving areas abutting pedestrian walkways.
8. Exterior walls greater than 40 feet in length shall incorporate textures, details, or other architectural elements to avoid flat, monolithic facades.
9. Parking shall be visually screened from public view.
10. Trash enclosures, loading areas and utility structures shall be integrated into the building design using materials and details from the main structure palette.
11. All rooftop equipment shall be visually screened from public view with roofs or with parapets, walls, or enclosures utilizing materials drawn from the building's facade palette.
12. Integrate pedestrian and architectural lighting into the buildings and streetscape design to provide for pedestrian safety and accent architecture and landscape within the Plan Area.

The following pages describe the characteristics of the building types envisioned for the Plan Area based on anticipated use, and provide design guidelines intended to realize the vision of this plan. All Building types are anticipated to accommodate mixed use concepts of varying degrees and more specific design guidelines are provided for the following use types consistent with the Plan Area Vision:

- Mixed Use Core
- Larger Retail
- Destination Retail
- Vertical Mixed Use
- Professional Office
- Multifamily Medium Density
- Multifamily High Density

MIXED USE CORE

The walkable Mixed Use Core buildings are envisioned structures containing multiple retail, commercial service, and similar pedestrian-oriented uses along street frontages. They have tenant frontage with entries to individual businesses spaced at roughly 25 to 50 foot intervals. Individual stores are often treated visually as though they were separate buildings. These buildings are typically one or two-stories in height, but may be taller with other residential or commercial uses located above ground floor commercial uses.

Commercial mixed use.

Design Objectives

- Maintain activity and visual continuity along pedestrian-oriented streets.
- Emphasize the individuality of tenant spaces.
- Provide facade depth, detail and visual interest to encourage walking between area-wide destinations.
- Integrate landscaping and Flex Spaces into facade designs to soften the pedestrian environment, and promote walking.
- Subordinate parking to the shared parking resources, structured and streetscape parking where possible.

GUIDELINES

Site Development

- Locate ground floor frontages at minimum setback or up to the maximum setback with the incorporation of a Flex Zone to maintain and active pedestrian streetscape.
- Provide specialized paving and/or landscaping in Flex Zones and setbacks from adjacent sidewalks.
- Locate shared parking lots/structures behind buildings, whenever possible, and not between the buildings and the street frontages.

Pedestrian oriented street frontage.

Building Design

- Bring visual interest and pedestrian scale to building facades through architectural details, awnings, special windows and landscaping.
- Bay windows, balconies, awnings, planter boxes, and similar elements are strongly encouraged on upper floors to provide visual interest and a connection back to the pedestrian level. Design upper floors and ground level as a unified whole.
- Visually break up wall areas above storefronts with moldings, belt courses or other elements.
- Use columns, piers or pilasters to separate adjacent tenant spaces and display windows. Projecting bases are encouraged at wall and column bases.
- Provide areas of maximum transparency adjacent to building entries. Windows should be provided to the maximum extent possible on walls facing streets and pedestrian areas.
- Provide recessed entry vestibules, awnings or similar elements to add depth and visual interest to the building façade with decorative paving distinguishing the entry and Flex Zones from the adjacent sidewalk.
- Tenant and building entries are encouraged to be spaced no further apart than 50 feet.
- Corner buildings should provide prominent corner entrances or display windows.
- Where possible, entries to upper floors should be visible from the street, and easily identified.
- Operable windows are encouraged at restaurants and cafes.
- Provide a terminus at building tops using projecting cornices, roof overhangs or other architectural details.
- Roofs may be either flat or sloped with variations in height and silhouette against the sky. Roof design should be considered in the context of adjacent developments.

Facade articulation.

Recessed entry / Flex Zone.

Operable restaurant windows.

LARGER RETAIL

Larger Retail buildings are common in suburban commercial districts, generally housing one or more tenants along major streets or as pad buildings in shopping centers. They usually are one- or two-stories in height, and have their own dedicated parking nearby in a surface lot, parking structure, or directly above or below the building. They are larger than the typical in-line commercial buildings, generally ranging in size from 10,000 to 50,000 square feet in floor area.

Larger retail: Two story design.

Design Objectives

- Integrate larger structures into the broader pedestrian environment.
- Subordinate parking to the shared parking resources, structured and streetscape parking where possible.
- Integrate utility structures, trash enclosures, loading areas into the overall building design using the main structure's architectural detail and material palette.
- Maintain ground floor transparency and visual interest.

Primary entry related to the fronting sidewalk.

GUIDELINES

Site Development

- Locate buildings close to the sidewalk frontage.
- Integrate structures into the overall building street-wall in a manner reflecting the pedestrian streetscape.
- Provide amenity areas with landscaping, benches, and other features near building entries and within Flex Zones. Street-side activity areas, such as outdoor dining and seating, are encouraged.

Pedestrian amenities and landscaping near main entry.

- Locate shared parking lots/structures behind buildings, whenever possible, and not between the buildings and the street frontages.

Building Design

- Design buildings that emphasize forms and details that are scaled and oriented to the pedestrian.
- Avoid long areas of blank walls that are visible from streets, sidewalks, and other public areas. Break large buildings (longer than 40 feet) up into smaller modules with pilasters, display windows structural bays, recessed wall planes, landscaping and other decorative elements such that the structure appears more as a collection of buildings than as one large building.
- Emphasize the building entries. Orient at least one primary building entry to an adjacent street frontage.
- Provide areas of maximum transparency adjacent to building entries. Windows should be provided to the maximum extent possible on walls facing streets and pedestrian areas.
- Provide pilasters, wall offsets, display windows, landscaping, and other features to provide depth and visual interest to walls that are not able to accommodate windows to the interior.
- Avoid boxy building forms by utilizing multiple volumes and wall height changes.
- Two-story store layouts are encouraged to create a more compact urban form and livelier streetscapes which encourage walking between nearby store destinations.
- Provide a terminus at building tops using projecting cornices, roof overhangs or other architectural details.
- Roofs may be either flat or sloped with variations in height and silhouette against the sky. Roof design should be considered in the context of adjacent developments.

Corner entry with structural bays, recessed wall planes and windows.

Transparent ground floor display windows and well-defined entry.

Utilize multiple volumes and wall height changes.

RETAIL SHOPPING CENTER

Retail Shopping Center buildings are generally composed of one or more anchor stores, often a supermarket, along with smaller in-line shops and separate pad structures. Given the allowed higher Floor Area Ratios within the Plan Area, development of this building type is not expected to be common, but may occur in some locations.

Separation of Parking and Pedestrian walkway.

Design Objective

- Emphasize a pedestrian environment with common areas and pedestrian amenities including landscaping, benches, and fountains.
- Achieve an architecturally integrated design that relates to the pedestrian scale and character of the Plan Area development.
- Adapt corporate prototype designs to reflect the project specific design pallets and the unique circumstances of the site and Plan Area.
- Provide a significant portion of required parking through shared parking resources and in parking structures, underground, or on building roofs.

Emphasize a pedestrian environment with pedestrian amenities.

GUIDELINES

Site Development

- Locate buildings close to the street frontages whenever possible.
- Provide landscape pedestrian pathways (paseos) between major buildings or clusters of buildings and the active streetscape and sidewalk.
- Provide landscaped pathways through any surface parking lots to connect buildings within the project. Provide buffers between auto-oriented and pedestrian areas.
- Locate focal point of buildings or project landmarks at the terminus of vehicular entries and pedestrian walkways.

Pedestrian walkway across parking lot between parking bays.

Building Design

- Avoid long monolithic walls that are visible from streets, sidewalks, and other public areas. Break large buildings (longer than 40 feet) up into smaller modules with pilasters, display windows structural bays, recessed wall planes, landscaping and other decorative elements such that the structure appears more as a collection of buildings than as one large building. Provide variety in the size and proportions of display windows.
- Design accent elements, such as towers, to be in scale with the pedestrian environment rather than the auto-oriented street environment. Provide piers, pilasters and wall plane offsets to separate adjacent storefronts and to add visual interest.
- Facades without storefronts that face streets and pedestrian areas should be enhanced with display windows, special landscaping, and/or other means to add interest and a pedestrian scale.
- Customize entries to reflect the diversity of tenants and emphasize with site amenities and landscaping.
- Provide a terminus at building tops using projecting cornices, roof overhangs or other architectural details.
- Roofs may be either flat or sloped with variations in height and silhouette against the sky. Roof design should be considered in the context of adjacent developments.

Display windows used to improve a non-storefront facade.

Special pedestrian areas and paseos can enhance the shopping experience.

Varied roof heights with overhangs and silhouetted against the sky.

DESTINATION RETAIL

Destination Retail buildings are typically larger structures with floor areas generally exceeding 100,000 square feet, although new prototypes with smaller floor areas, multiple stories, and a mix of uses have been developed to take advantage of smaller urban and suburban infill sites. The structures may occupy a parcel by themselves or be part of a larger complex of buildings with complementary commercial uses. Parking is usually accommodated in surface lots, but one-level decks and multi-level parking structures are becoming more common.

Mixed use destination retail.

Design Objective

- Encourage a compact development pattern with multiple floor levels. Accommodate a portion of the required parking spaces in a parking structure or within the footprint of the building, when possible.
- Integrate larger structures into the smaller scale environment of surrounding commercial and residential neighborhoods.
- Adapt corporate prototype designs to reflect the project specific design pallets and the unique circumstances of the site.
- Provide for secondary uses (e.g., smaller scale commercial, restaurants and residential units) to increase site utilization, promote a park once concept and/or to provide a buffer and transition to smaller scale adjacent uses.
- Reduce the visual and environmental impacts of large parking lots and share parking resources with other uses when feasible.

Two-story compact destination retail building.

GUIDELINES

Site Development

- Provide landscaped pedestrian pathways (paseos) through any surface parking areas and between the streetscape and major buildings or clusters of buildings and the active streetscape and sidewalk.

Separated pedestrian walkway across parking lot.

- Provide buffers between auto-oriented and pedestrian use areas.
- Provide open space plaza areas with landscaping, benches, and other amenities near building entries. A general goal is for a minimum area of at least 2% of the project gross floor area.

Building Design

- Break building masses into smaller segments to better relate to the pedestrian scale of other building types as illustrated in these Design Guidelines.
- Utilize arcades, landscaped trellis elements, display boxes, and similar devices to reduce the visual mass and scale of tall and/or long walls.
- Rectangular box forms should be broken up with landscaping, wall plane changes, varied roof types, or other techniques.
- Provide architectural emphasis at the main building entries.
- Utilize architectural forms and details from the main structure to extend facade treatments to outdoor sales areas.
- Finished materials are encouraged in-lieu of painted tilt-up concrete walls, unless they are substantially textured and have an integral color. Utilize as much window area as practicable. In other areas, consider the use of display or box windows.
- Provide a terminus at building tops using projecting cornices, roof overhangs or other architectural details.
- Roofs may be either flat or sloped with variations in height and silhouette against the sky. Roof design should be considered in the context of adjacent developments.

Architectural forms used to extend facade treatment to outdoor sales area.

Architectural emphasis at main entry.

Building mass split into smaller segments.

VERTICAL MIXED USE

Vertical Mixed Use buildings resemble inline commercial structures, but are often taller, and often have residential or office units above ground floor commercial storefronts. Common in cities for decades before falling out of favor in the latter half of the twentieth century, this building type is making a strong comeback in suburban centers throughout the United States. It provides customers for the ground floor commercial uses, a nighttime population to support restaurant and entertainment uses. In addition, an active streetscape with residential eyes-on-the-street presence improves security for the Plan Area as a whole.

Design Objective

- Bring visual interest and pedestrian scale to building facades through architectural details, awnings, special windows and landscaping.
- Visually relate upper floor uses to the public realm of the streets and sidewalks.
- Visually articulate the building facades to relate to the area's other commercial building types.
- Enrich the pedestrian experience to encourage greater non-automotive circulation between uses.
- Provide required parking in shared parking lots and structures which are located behind buildings or underground.

Townhomes over commercial.

Residential over commercial with flat sloping roofs with an emphasis on window details.

Ground floor cafes are encouraged to add activity to the street frontages.

GUIDELINES (See Commercial Core Guidelines)

Site Development

- Locate ground floor frontages at minimum setback or up to the maximum setback with the incorporation of a Flex Zones to maintain an active pedestrian streetscape.
- Provide special paving and/or landscaping in Flex Zones and setbacks from adjacent sidewalks.
- Provide alleys or streets at the rear of buildings to allow convenient service and trash areas.

Building Design

Design buildings as whole units. The design of upper floors and ground level walls, piers and other supporting elements should be designed as a unified whole.

Second level restaurants add liveliness to the street level environment.

- Provide variety in adjacent storefront treatments. Use columns, piers or pilasters to separate adjacent tenant spaces and display windows. Projecting bases are encouraged at wall and column bases.
- Visually separate ground level storefronts from upper floor uses with moldings, belt courses, or other elements. Bay windows, balconies, awnings, planter boxes, and similar elements are strongly encouraged on upper floors to provide visual interest and a relationship between the upper floors and the pedestrian level.
- Provide recessed entry vestibules with special decorative paving to distinguish the entry from the adjacent sidewalk. Provide transparent display windows with views of the interior along pedestrian entry frontages.
- Tenant and building entries are encouraged to be spaced no further apart than 50 feet.
- Corner buildings should provide prominent corner entrances or display windows.

Mixture of sloping and flat roofs and prominent corner entry.

- Entries to upper floors should be visible from the street, when possible. Provide a terminus at building tops using projecting cornices, roof overhangs or other architectural details.
- Roofs may be either flat or sloped with variations in height and silhouette against the sky. Roof design should be considered in the context of adjacent developments.

PROFESSIONAL OFFICE

Professional Office buildings are common in the North Camino Ramon Specific Plan Area, and the surrounding Bishop Ranch Business Park. Professional office building may be designed for a variety of tenants, or designed expressly for a single corporate user. They range in style and character from traditional to modern.

Building entry accentuated by a change in the entry opening geometry.

Design Objective

- Provide diversity in design and materials.
- Reinforce pedestrian circulation with visually interesting ground floor treatments pedestrian amenities.
- Provide structured parking for more efficient land use.
- Encourage ground floor commercial uses to serve building employees and adjacent residential developments.

GUIDELINES

Site Development

- Integrate plazas, fountains, and landscaping throughout a project with emphasis placed on locating these amenities to reinforce the adjacent public realm.
- Ground floor commercial uses should be located to reinforce the streetscape, rather than in the project interior.
- Locate and design parking facilities to allow and encourage joint utilization with other uses at off-peak periods. Limit the use of surface parking to short term visitor spaces.

Building Design

- Provide a clear architectural statement of the building's bottom (e.g., recessed bays, wider windows), middle (e.g., materials or fenestration), and top (e.g., projecting roof, material change, window treatment). Emphasize the primary entry for easy identification.
- Provide visual depth to building facades by means of deep set windows, projecting solar screens, canopies, louvers, or other methods that will minimize the appearance of box forms.

Building top articulated with material change and sun shading devices.

- Avoid multiple buildings with the same or very similar forms, colors, and facade treatments.
- Parking structures should incorporate materials and details selected from the materials palette of the office buildings.
- Provide a terminus at building tops using projecting cornices, roof overhangs or other architectural details.
- Roofs may be either flat or sloped with variations in height and silhouette against the sky. Roof design should be considered in the context of adjacent developments.

Articulated facade and varied roofline.

Facade depth created by facade stepbacks and deep set windows.

Architectural lighting and nighttime visual effects should be considered.

MULTIFAMILY MEDIUM DENSITY

Multifamily Medium Density buildings occur in projects with densities generally ranging from 20 to 40 units per acre, and may take many forms, generally determined by the site constraints and the manner in which parking is accommodated:

Small lot single family detached - individual homes.

Rowhouses - attached units with parking accessed from the rear and integrated into the unit.

Townhomes - attached units with parking in the front or rear and integrated into the unit.

Flats - adjacent attached units stacked one above the other with parking below grade under the residential building.

Townhomes with varied rooflines and architectural treatments.

Porches, forms and details wrapped around facades on corner lots add visual interest to both street frontages.

Commercial services integrated into multifamily residential projects.

Design Objective

- Provide cohesive neighborhoods with visual variety and enhance the pedestrian experience.
- Orient homes and entries toward active streetscapes and/or pedestrian circulation.
- Minimize the impact of parking on the neighborhood streetscape.
- Where appropriate, integrated commercial space, services and residential amenities into residential developments by closely relating architectural details, materials and scale of commercial element to that of the residential design.

GUIDELINES

Site Development

- Avoid front facades and yards dominated by garage doors and driveway paving.
- Provide common open space and/or other amenities to serve the residents.

Building Design

- Provide variety of unit plans and elevations to avoid repetition of identical facades and roof lines to express a sense of individual identity and visual interest.
- Design front elevations to emphasize entries, porches or other living areas. Projecting entries and porches, with depths of at least six feet, are encouraged as the primary front elevation element.
- De-emphasize garages and place parking to the rear of units whenever possible.
- Vary garage widths and setbacks for adjacent lots to minimize street frontages dominated by garage doors. Locate front-loaded garages behind the front elevation plane with a minimum setback of 3 feet. Limit garage frontage on street-facing facades to a maximum of 50% of the house width.

Porch and garage minimized to create a pedestrian scale.

- Facades should be well articulated with abundant architectural details representing a pedestrian scale. Examples include:
    - Horizontal and vertical wall plane changes
    - Projecting porches
    - Varied roof forms and orientations
    - Bay windows
    - Roof dormers
    - Material and color changes
    - Applied decorative features.
- Windows should be recessed a minimum of 2 inches from the outside face of the wall. Window trim styles used on the front elevation should be consistent on all other elevations.

Front porches on small lot single family detached homes enhance the sense of neighborhood and the pedestrian scale.

- Materials and details used on front elevations should be carried around to all sides of a structure.
- Provide a terminus at building tops using projecting cornices, roof overhangs or other architectural details.
- Roofs may be either flat or sloped with variations in height and silhouette against the sky. Roof design should be considered in the context of adjacent developments.

MULTIFAMILY HIGH DENSITY

Multifamily High Density buildings occur in projects with densities ranging from 40 units per acre or higher. They contain residential flats or stacked townhouses and lofts with four of more floors in height likely. Parking may be accommodated below-grade, in partially below-grade podium structures, or in above-grade parking structures.

Design Objective

- Achieve a development scale and appearance that contributes to a sense of neighborhood.
- Provide for an open space network for the residents' enjoyment and recreation.
- Integrate commercial uses that are appropriate to the residential environment, and provide services that will reduce the need for automobile trips.
- Minimize the impact of parking on the neighborhood streetscape through below-grade or partially below-grade podium parking, or other structured parking.

Higher density residential project with common area.

The integration of resident-serving commercial uses within higher density residential projects is strongly encouraged.

Residential courtyard constructed over a podium parking structure.

GUIDELINES

Site Development

- Integrate open space areas throughout the project to provide active and passive recreation opportunities for residents, and to provide a system of interconnected outdoor rooms. Dimensions may vary based on open space uses, adjacent building heights, and the need for sun exposure. In general, however, the following dimension range should be used as minimum starting points:
  - Landscaped walkways between buildings: 20-30 ft. in width.
  - Small passive activities courtyards: 40 ft. x 65 ft.
  - Normal courtyards: 70 ft. x 140 ft.

- Active courtyards (e.g. swimming pool): 110 ft. x 10 ft.

Proposals for open spaces smaller than the above dimensions should include cross sections and sun shadow diagrams.

Building Design

- Provide wall plane offsets, balconies, terraces, roof overhangs, awnings, chimneys, grilles and other projecting elements along with a mix of materials, textures and colors to add visual interest, depth and variety to building forms. Avoid repetition of a single building design over the whole project.
- Windows should be recessed a minimum of 2 inches from the outside face of the wall. Window trim styles used on the front elevation shall be consistent on all other elevations.
- Exterior entries with private outdoor space (e.g., entry courtyards or porches) should be provided for all ground floor units.
- Parking garage entries should be set back from street fronts to minimize their visual impact and allow stacking space.
- Where parking is exposed to public view, screen with architectural detail materials and/or landscaping.
- Provide a terminus at building tops using projecting cornices, roof overhangs or other architectural details.
- Roofs may be either flat or sloped with variations in height and silhouette against the sky. Roof design should be considered in the context of adjacent developments.

Variation in materials and details adds diversity to the adjacent buildings.

Garage entry set back from the street reduces its impact on the pedestrian and visual environment.

SUSTAINABILITY GUIDELINES

Sustainable development is a holistic approach to align and balance environmental, economic and social factors associated with development. When looking at future development potential and opportunities within the Plan Area, it is clear that integrating sustainability principles into the design, construction, and operation of buildings will provide environmental, economic and social benefits. Incorporating sustainability components into future projects will also help address the regulatory mandates associated with AB 32 (California Global Warming Solutions Act of 2006) and SB 375 (Sustainable Communities Strategy).

Energy consumption associated with buildings and facilities has been identified by the City of San Ramon Climate Action Plan (CAP), as the second largest source of greenhouse gas emissions in the City and a primary reduction target necessary to comply with the requirement of AB 32. Energy efficient design along with the Smart Growth land use and transportation policies contained in this Specific Plan are an important part of implementing the CAP, while adding to the sustainability and cost benefit associated with individual projects.

Sustainable design can most easily be achieved through a whole-building design process, recognizing that initial design and construction may represent only part of the building's environmental and economic life-cycle. The whole-building design process is a multi-disciplinary strategy that effectively integrates all aspects of site development, building design, construction, and operations and maintenance. An integrated design can save money in energy and operating costs, reduce expensive repairs over the lifetime of the building, save resources and reduce the building's total environmental impact.

The goals of whole-building design include the following:

- Reduce greenhouse gas emissions.
- Optimize energy use.
- Protect and conserve water.
- Use environmentally sustainable products.
- Enhance indoor environmental quality.
- Manage construction to reduce waste.
- Optimize operational and maintenance practices.

The following guidelines promote building design Best Practices in support of sustainable development. Individual site locations and building types may require different approaches or techniques, but best practices are expected to address the intent of these guidelines. Sustainable design techniques and materials are constantly evolving, and flexibility will be maintained in evaluating alternative approaches to sustainability in the development review process.

New building applicants are encouraged to participate in third party green building rating programs (Build It Green, LEED, etc) as a mechanism to quantify the construction and operational sustainability for their projects. For Leadership in Energy and Environmental Design (LEED) rated projects, a minimum Gold Certification or higher is recommended for projects within the Plan Area. Rating systems, other than LEED, are recommended to achieve a corresponding level of efficiency and sustainability within the context of their own rating system.

Building Siting and Form

- Select building orientation, and form simultaneously with defining functional requirements of the building and before integrating load reduction strategies into the building mechanical and lighting designs.
- Evaluate building siting options for solar access and effective use of landscaping elements, especially for harvesting daylight, avoiding glare, reducing summer cooling loads, and gaining passive solar heat in the winter months.
- Reduce paved areas to lessen heat buildup around the building that would add to cooling loads in the building.
- Provide only the minimum required number of paved parking stalls as dictated by design standards. If a significant surface parking lot must be included on the building site, then design bio-retention swales into the parking lot landscaping as part of the exterior water management and shading strategies.

Consider solar orientation in building and roof design.

- For commercial projects, provide preferential parking for carpool vehicles.
- For commercial projects, and multifamily residential, provide secure and protected bicycle storage near building entrances.
- For commercial projects, provide places to change clothes and shower for those interested in biking, walking, or jogging to work.

Architectural Design

- Integrate the architectural design with the building's energy design.
- Optimize energy utilization by providing for solar energy utilization, day-lighting, shading, and natural ventilation.
- Consider a deep exterior wall section that can be used to self-shade the window surfaces with overhangs and vertical fins. Move the plane of the glass toward the interior plane of the wall to get free shading from the wall thickness.
- Select window glazing U-value, visible transmittance, and solar heat gain coefficient optimized for each elevation and application.

- Consider the placement of external overhangs, sun canopies, and/or screens on south-facing windows to prevent glare and summer solar gains.
- Use interior shading devices to provide user control of glare. Design windows intended to provide daylighting to prevent glare and do not use shading devices on these windows because it will work against the passive solar design.
- Consider sloped roofs oriented for the integration of solar collector panels (solar ready roofs).
- Consider the use of a green (vegetated) roof to reduce and filter stormwater runoff and to provide biomass for passive hearing and cooling.

Green roof techniques for stormwater runoff and biomass for passive heating/cooling.

Building Systems

- Engineer building systems to ensure that their operation does not override benefits of the architectural design (e.g., electric lights should not operate when sufficient day-lighting is available).
- Consider active solar heating for domestic hot water heating, space heating (air or water), and ventilation air preheating.
- Maximize the use of day-lighting strategies as part of the building's lighting system.
- Utilize energy-efficient lighting fixtures to supplement the available daylight.
- Integrate solar electric photovoltaic systems into buildings, whenever possible. Their appearance should blend with the architecture of the building.
- Select lighting controls to match the light output to the occupancy schedule and illumination requirements.

Integrate solar electric photovoltaic systems into buildings designs.

Materials

- Select construction materials that minimize significant environmental impacts from pollutant releases, habitat destruction, and depletion of natural resources.
- Select construction materials that release relatively low levels of emissions of odorous, irritating, toxic, or hazardous substances. Volatile organic compounds (VOCs), formalde-

hydes, and particulates and fibers are examples of substances emitted from construction materials that can adversely impact human health.

- Whenever possible, utilize reprocessed or recycled material that would otherwise have been disposed of in a landfill.
- Evaluate materials in terms of their life cycle costs, not just their initial cost.
- Consider construction materials that replenish themselves faster (within 10 years) than traditional extraction demand materials, and do not result in adverse environmental impacts.

Utilize permeable or porous paving to control surface water runoff.

- Select wood construction materials manufactured all or in part from wood that has been certified to the standards of the Forest Stewardship Council as originating from a well-managed forest.
- Construct the building roof of materials that will not contaminate rainwater runoff (avoid asphaltic membranes if possible).
- Consider materials that are available within 500 miles of San Ramon to reduce transportation impacts.

Landscape Design and Management

- Utilize permeable or porous paving to control surface water runoff in locations that would otherwise be covered with impermeable materials such as parking areas, walkways, and patio areas.
- Avoid net increases in the rate or quantity of site stormwater runoff by implementing practices for groundwater recharge and biologically-based strategies for pollutant load reduction.
- Integrate bio-swales and other mechanisms to intercept and filter stormwater runoff.
- Utilize drought resistant landscaping, hydrozone design, smart irrigation controllers and other landscape techniques to minimize irrigation needs.
- Utilize recycled water for landscape irrigation where available.
- Use low-volume distribution devices such as drip irrigation systems.

Integrate bio-swales into landscape areas to treat stormwater runoff.

- Consider rainwater harvesting practices for collecting rainwater off roof surfaces and storing that water for later use.
- Limit all-night illumination to areas with actual all-night use or specific security concerns.
- Use full cut-off fixtures, shades or highly focused lamps to avoid spillover.

Building Construction

- Select temporary materials, such as wood frames, bracing, and temporary fencing that contain recycled content and come from local sources, when possible.
- Evaluate all material substitutions (e.g., glazing) to ensure that they perform as intended in regard to energy and water conservation.
- Reduce, reuse, and recycle construction waste to the maximum degree feasible.

PARKING DESIGN GUIDELINES

The goals, policies, and land use classifications of the North Camino Ramon Specific Plan Area are targeted to encourage development intensification over time to provide a more compact core area consistent with Smart Growth principles. The following basic design principles are intended to guide the decision making process related to parking resources:

1. **Structured parking is the preferred parking solution for meeting parking requirements.**
2. **Parking resources shall be shared whenever possible.**
3. **The visual impact of parking shall be minimized.**
4. **Landscaped setbacks shall be provided at all parking edges except those that are lined with ground floor commercial shops.**
5. **Short term on-street parking shall be provided whenever possible.**

While structured parking is preferred, it is not always practical given the variety of land use proposals and long term build-out horizon. As such, a range of land efficient parking resources and design configurations will be required to achieve the Specific Plan Vision. The following pages set forth design guidelines for the following parking resources:

- Surface Parking Lots
- Parking Decks
- Underground Parking
- Podium Parking
- Parking Structures

Landscaped areas between parking areas used as bio-swales to filter rainwater runoff.

SURFACE PARKING LOTS

Surface Parking Lots are a common parking solution for lower intensity development. While not ideal for the Plan Area vision, they are an existing resource in the plan area and will likely be a transitional parking element as the Plan Area develops.

Design Objective

- Limit storm water runoff from large parking lots.
- Utilize parking lots to enhance the Specific Plan Area landscaping.
- Minimize disruptions in retail and pedestrian continuity by encouraging connectivity and circulation.

GUIDELINES

Site Development

- Where allowed by building setback, limit the amount of parking lot paving separating buildings from fronting streets to a maximum of one aisle and two rows of parking.
- Parking lots at corners are strongly discouraged.
- Provide pedestrian linkages between street front sidewalks and building entries.
- Provide landscape buffers between parking lots and pedestrian areas at buildings.
- Provide pedestrian walkways through large parking lots to separate vehicular and pedestrian circulation.

Pedestrian access through parking areas.

Entries

- Locate parking lot entries to minimize conflicts with pedestrian movements.

Materials

- Textured paving and/or permeable paving are encouraged.

Textured and/or permeable paving offers a softer look and can have stormwater runoff benefits.

Landscaping

- Provide a minimum landscape buffer of 5 feet between street front sidewalks and any adjacent parking lot to include one or more of the following:
    - Low walls
    - Hedges
    - Trellis structures
- Separate large parking lots of 120 or more cars into smaller subareas with landscaping, pedestrian walkways and/or buildings.
- Provide a minimum of 25 square feet of parking lot landscaping per parking space.
- Landscaped strips between rows of parking are encouraged to reduce the visual sense of large areas of paving and to provide the ability to use bio-swales to absorb storm water runoff. They may be continuous or broken into segments.

Ample landscaping will minimize the visual impact of parking areas.

PARKING DECK

Parking Decks are simple parking structures consisting of one at-grade parking lot and one level above grade. They allow a reduction in the land area devoted to parking at a lower cost per stall than other types of parking structures. Parking Decks have been effectively used for mixed use development with grade level parking devoted commercial uses, and the upper level reserved for residential units constructed over the commercial space.

Parking decks functionally cuts in half the land needed for parking.

Design Objective

- Integrate and blend parking structures with the project architecture and environment.
- Facilitate vehicular and pedestrian circulation between the parking levels and surface grade.

GUIDELINES

Site Development

- Avoid dead end drive aisles to allow motorists to circulate in a continuous path to find an available parking space.

Exterior Treatment

- A wall, landscaping or other screening device of sufficient height to screen parked vehicles should be provided at each parking level.
- Utilize construction materials and details to match adjacent buildings.

Parking deck and access integrated with adjacent commercial building.

Entries

- Locate the lowest parking spaces one-half level below grade, if possible, to minimize the height and length of access ramps.
- Locate stairs in easily seen locations adjacent to pedestrian sidewalks and walkways.

Landscaping

- Landscaping should be utilized at parking deck edges to screen the structure and views of the parked cars.
- Trellises and other features should be used to screen views of the cars from upper floors of adjacent buildings.

UNDERGROUND PARKING

Underground parking structures are located fully underground, and are utilized in locations, such as retail shopping areas, where the commercial first floor level of shops need to be at grade. While the most visually unobtrusive, It is often the most expensive form of structured parking and can be subject to development limitations based on soil types, high ground water and other infrastructure requirements.

Design Objective

- Minimize vehicular conflicts with pedestrian movements.
- Provide attractive parking entries for vehicles and pedestrians.

GUIDELINES

Site Development

- Locate entries away from the street frontage, whenever possible, to avoid cavernous paved areas adjacent to pedestrian areas.

Landscaping

- Provide landscaping along the edges of garage access ramps to soften the garage entry experience.
- Provide substantial landscaping on the top of structures where they serve as a courtyards or plazas. Soil mounding and planting pockets should be used to avoid tall planter box areas placed on top of the structure. Structural consideration should be given to the location of trees and adequate drainage.

Below grade garage entries set back from street frontage to minimize visual appearance.

Landscape along entry ramps to soften visual appearance.

PODIUM PARKING

Podium Parking structures are often part of residential or mixed use projects. They are typically located partially below grade, but may be at grade if fronted by commercial uses or residential units. These structures generally have natural ventilation along their edges that reduces the costs of garage ventilation.

Design Objective

- Integrate exposed podium walls into the building facades and architecture.

Parking and access integrated with adjacent buildings.

GUIDELINES

Exterior Treatment/Landscaping

- When partially below grade, limit the visible height of the garage wall to a maximum 4 feet above grade where it is exposed to any street or pedestrian area.
- Provide landscaping to screen and soften podium walls and edges.

Landscape screens ventilation opening in the podium structure.

Entries

- Locate entries to at-grade podium garage structures well off of street fronts to lessen the impact to the streetscape.
- Integrate pedestrian entries into building architecture and locate to minimize vehicular and pedestrian conflicts.

Materials

- Utilize a variety of materials and details to match the building for all exposed podium walls.

Elevated podium parking provides a buffer between residential uses and ground floor retail in this vertical mixed use project.

PARKING STRUCTURE

Parking structures are typically multistory buildings served by interior ramps connecting the levels of parking. All floors may be above grade, but some garages also incorporate a combination of above and below-grade levels.

Design Objective

- Integrate parking structures into the urban design fabric of the area.
- Minimize the utilitarian appearance of the structures.

GUIDELINES

Site Development

- The height and mass of the structure should be consistent with the surrounding scale of building and architecture. A parking structure should not be taller than the predominant height of nearby structures.
- Incorporate retail space into the ground level of parking structures adjacent to public sidewalks. Where retail is not practical, other amenities such as seating, directional information, public art (an art wall) and/or landscaping are encouraged as means of enhancing the streetscape. The ground-level of the structure should never consist of a featureless length of wall.

Retail space incorporated into the ground floor of the parking structure.

Exterior Treatment

- The exterior facade should maintain a horizontal line throughout. The sloping ramps between levels should not be located adjacent to an exterior street-facing facade.
- Facade treatments should relate to the architecture of the primary structures on the site, and should incorporate materials and architectural details from the buildings.

Parking structures should utilize materials to blend with adjacent building.

- A wall or other screening device of sufficient height to screen parked vehicles should be provided at each parking level. Alternatively. perforated metal screens or other architectural treatment may be considered on a case-by-case basis.
- Lining street frontages of parking structures with residential townhomes or inline commercial shops is encouraged to maintain a strong pedestrian environment.

Entries

- Both vehicular and pedestrian entries should be well defined and attractive.
- Access points to the parking structure for pedestrians should be located to avoid pedestrian/vehicle conflicts.
- Elevators should be located along the exterior periphery of the building, preferably on a street side and oriented so that the elevator lobby is visible from the street at each level. The use of glass or other similar transparent material on the back of the elevator cab and shaft is encouraged to allow maximum surveillance from the exterior.
- Stairways should be located along the exterior periphery of the building, preferably on a street side, and oriented so that the stairway is visible from the street at each level. Glass or a similar transparent material should be used to allow visibility.

Garage entries should include architectural details and blend with the surrounding Architecture.

Materials

- Predominant exterior building materials should include any combination of brick, stone, stucco, metal or textured, concrete masonry units. Bare or painted concrete as the only exterior facade material is strongly discouraged unless additional accent details are provided or screened.

Landscaping used to screen views to the exposed parking structure walls.

Landscaping

- Unless active uses line a garage face, set the structure back from streets and pedestrian areas, and provide landscaping to screen the lower floor and break up the mass of the structure.

SIGNAGE GUIDELINES

The guidelines set forth in this chapter draw upon and expand the sign criteria and guidelines in the City's Zoning Ordinance (Division D3, Chapter IV). They are tailored to the unique characteristics of a pedestrian-oriented, and physically integrated mixed use environment.

Sign area, definitions, development standards, and other sign design guidelines not covered in this Chapter shall default to the Zoning Ordinance sign standards; however, all signage shall adhere to the design principles established below. Use of Master Sign Programs for larger projects, districts and unique signage requirements is encouraged to provide additional signage flexibility and continuity within the Plan Area.

SIGNAGE DESIGN PRINCIPLES

1. Signs shall be subtle, tasteful and consistent with the subject architecture and character of surrounding properties
2. Signs shall be limited in quantity to the minimum necessary to address vehicle and pedestrian visibility.
3. Sign and letter sizes shall be limited to dimensions required for adequate identification and readability.
4. Signs shall complement, not compete with each other.
5. Signs shall primarily serve to identify a business or establishment's name, rather than serve as advertising. Inclusion of general service type may be considered on a case-by-case basis.
6. Signs shall be in proportion and harmonious with the structures they serve.
7. Signs shall complement the materials and details of the architecture of the structures they serve.
8. Sign illumination shall be at the lowest level consistent with adequate identification and readability while utilizing energy efficient technology.
9. Sign design shall be of the highest professional graphic standards and creativity related to colors, design, materials, size, and textures.
10. Monument signs, where allowed, shall be the minimum size necessary for adequate identification and readability, and relate to the materials and architectural design of the subject buildings.
11. Pedestrian-oriented signs are the preferred signage type for all areas except frontages on major arterials and thoroughfares.
12. Signs visible from residential units shall be minimized, to the extent practical, to reduce potential negative impacts related to sign size and illumination while maintaining minimum standards necessary for adequate identification and readability.

GENERAL SIGN DESIGN GUIDELINES

1. **Design easily readable signs.**

   A number of factors including distance from the sign, speed of travel, letter-to-background contrast, and the number and nature of nearby competing signs contribute to the "readability" of a sign.

   - Avoid excessive wording and advertising messages. Signs are most effective when their messages can be grasped quickly. Too many words or images compete for attention and reduce the readability of the sign.
   - Limit the number of type fonts per sign. The primary purpose of a sign is to quickly convey information to passing pedestrians and motorists. More than two letter styles make readability more difficult.
   - Keep the size of letters and graphics in proportion to overall sign area. Text and graphics are difficult to read if they crowd the borders of the sign. Smaller letters with space around them will have more impact than larger letters with limited space around them. Generally limit the width and height of lettering and graphics to 85% of the overall sign width and height is acceptable; however, 50-55% of the overall sign or signage area is preferred.

     Letter size: A general sign letter guideline of 1 inch of letter height for every 40 to 50 feet of viewing distance should be considered for new signage within the Plan Area. This size factor may be increased by up to 10% for higher speed streets where businesses are strongly auto-oriented. For the purpose of evaluating appropriate sign size, the City will consider viewing distances based on the general nature of the street (e.g., width and traffic speed), distances to pedestrian and vehicles based on sightlines and the size of other existing signs in the area. As a guideline for evaluating signage, the proposed letter size standards do not entitle businesses to more signage than would be otherwise allowed based on the development standard for the sign type.

2. **Use high quality materials.**

   - Appropriate materials include finished wood, metal and, for projecting banner signs, woven fabric. Plastic sign materials and signs painted directly onto building surfaces are strongly discouraged. Exposed neon and architectural neon may be considered on a case-by-case basis subject to an Architectural Review application or approval of a Master Sign Program.
   - The sign materials and design should be related to those of the building on which they are mounted, and all sign edges should be cleanly finished.

3. **Use simple sign shapes.**

   - Geometrical shapes such as rectangles, squares, circles, ovals and triangles are visually stable shapes which help focus attention on the sign message. These should be used in almost all cases. Combinations of geometric shapes will also generally produce a good sign shape.

4. **Night lighting is encouraged.**
   - Interior illuminated individual letters is acceptable.
   - Backlit individual letter signs are encouraged, especially in locations visible from residential units.
   - Direct exterior illumination with well designed and shielded spotlights is the preferred lighting method for pedestrian-oriented signs.
   - Conceal all sign and sign lighting raceways and other connections.

ALLOWED SIGNAGE TYPES

Signs within the Specific Plan Area include the following types:

- Wall Signs
- Canopy Signs
- Projecting Signs
- Hanging/Blade Signs
- Permanent Banner Signs
- Awning Signs
- Window Signs
- Plaque Signs
- Monument Signs
- Specialty Signs

Channel letter with internal illumination.

Some of these signage types may not be suitable for all locations within the Specific Plan Area while others because of their unique nature may only be allowed subject to approval of a Master Sign Program. The guidelines for individual sign types in this Chapter put additional limitations beyond those in the Zoning Ordinance Sign Standards; however, deviations from those standards may be considered through the Master Sign Program process. Where there is no standard or Master Sign Program associated with a sign proposal the Zoning Ordinance shall be the governing document.

Letters and logo on a sign panel.

WALL SIGNS

Wall Signs are panels or individual letters mounted on a building or landscape planter wall.

Dimensional letter with direct illumination.

Development Standard:

- Sign area is based on Zoning Ordinance wall sign and frontage standards.
- Interior illuminated can/cabinet signs which include multiple letters on a translucent background within a single sign enclosure are not allowed unless approved as part of a Master Sign Program.

Types of Wall signs to be encouraged include:

- Fabricated dimensional letters and/or logos with direct illumination.
- Reverse pan channel letters and/or logos with halo illumination.
- Letter and/or logos painted, gilded or screen-printed onto a sign panel that is attached to the building facade.
- Internally illuminated pan channel letters with matte finish acrylic faces.

CANOPY SIGNS

Canopy signs are mounted above, below, or on the vertical face of a projection over entries or storefront display windows.

Elevated dimensional letters with direct illumination.

Development Standard:

- Sign area based on Zoning Ordinance wall sign and frontage standards.
- Canopy signs are intended as an alternative (not in addition) to a wall sign on the frontage where the canopy exists.
- Interior illuminated can/cabinet signs which include multiple letters on a translucent background within a single sign enclosure are not allowed unless approved as part of a Master Sign Program.

Types of Canopy signs to be encouraged include:

- Fabricated dimensional letters and/or logos with direct illumination.
- Reverse pan channel letters and/or logos with halo illumination.
- Letter and/or logos painted, gilded or screen-printed onto a sign panel that is attached to the building facade.
- Internally illuminated pan channel letters with matte finish acrylic faces.

Hanging reverse pan channel letters with halo illumination.

PROJECTING SIGNS

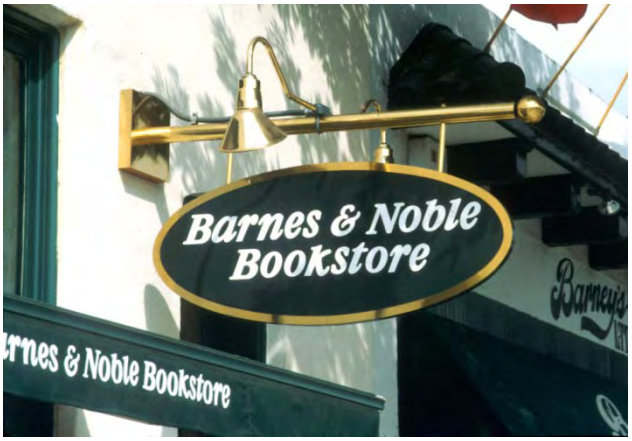
Projecting Signs are relatively flat, two-sided panels attached to brackets which are mounted on and perpendicular to the face of buildings and storefronts. In addition to text, they may include shapes or graphic images that express the unique personality of an individual business. Projecting signs are strongly encouraged within the Mixed Use Core and along major pedestrian routes.

Projecting signs are intended to be an alternative to or used in combination with wall and canopy signs on separate frontages. Combinations of Projecting wall or canopy signage on the same frontage are not allowed unless approved by a Master Sign Program.

Dimensional letters on a sign panel with direct illumination.

Development Standard:

- Maximum sign area 12 square feet (per side).
- Maximum projection from building face 4 feet.
- Minimum 7'- 6" height above pedestrian walkways. Projecting Signs are not allowed to project over roadways or other vehicle circulation routes.
- Projecting Signs may project into public right-of-way, if approved by a City Encroachment Permit.
- Interior illuminated can/cabinet signs which include multiple letters on a translucent background within a single sign enclosure are not allowed as Projecting Signs.



Letters applied to sign panel with direct illumination.

Types of Projecting Signs to be encouraged include:

- Dimensional letters and/or logo forms attached to a sign panel.
- Painted, screen-printed or gilded sign panels.
- Fabricated or sculpted icon signs of logo or primary sales product.
- Letter and logo forms created with exposed neon applied to a sign panel and other creative sign forms may be allowed subject to approval of an Architectural Review application or Master Sign Program, including findings of consistency with the Specific Plan and Signage Design Principles.

HANGING/BLADE SIGNS

Hanging/Blade signs are relatively flat panels, generally two-sided, which are similar to projecting signs, but are smaller and suspended below awnings, bay windows, balconies, and similar projections. They are intended primarily for business identification to pedestrians passing on the sidewalk.

Silk-screened design on oval sing panel.

Development Standard:

- Maximum sign area 6 square feet (per side) with a maximum of one Hanging/Blade Sign per business frontage in addition to other business signage.
- Minimum 7' height above pedestrian walkways.

Types of Hanging/Blade Signs to be encouraged include:

- Dimensional letters and/or logo forms attached to a sign panel.
- Painted, screen-printed or gilded sign panels.
- Fabricated or sculpted icon signs of logo or primary sales product.
- Other creative sign forms may be allowed subject to approval of an Architectural Review application or Master Sign Program, including findings of consistency with the Specific Plan and Signage Design Principles.

Sculptured icon sign.

PERMANENT BANNER SIGNS

Permanent Banner signs are narrow vertical sign panels mounted on and perpendicular to the facade of a building.

Development Standard:

- Maximum Permanent Banner Sign area of 12 square feet (per side) per business frontage in addition to other business signage. Maximum Banner Sign Area may be divided along frontage.
- Minimum 7' height above pedestrian walkways, may be lower when located outside pedestrian circulation.
- Permanent Banner Signs are not permitted along major arterials unless approved as part of a Master Sign Program.
- Fabric panels restrained top and bottom with metal brackets mounted to the face of the building.
- Other creative sign forms may be allowed subject to approval of an architectural review application or Master Sign Program, including findings of consistency with the Specific Plan and Signage Design Principles.

Fabric identification banner.

AWNING SIGNS

Awning signs are secondary signs consisting of letters and graphics applied directly to the face or valence of awnings. Awning signs are often used effectively in combination with window signs, and may be utilized on ground floor and/or upper level windows.

Development Standard:

- Maximum Awning Sign area of 12 square feet per business frontage in addition to other business signage. Maximum Awning Sign Area may be divided between awning along the same frontage.
- Minimum 7' height above pedestrian walkways, may be lower when located outside pedestrian circulation.

Direct illumination awning sign.

Types of Awning signs to be encouraged include:

- Logo, letters and/or graphics sewn or screen-printed onto awning surfaces.
- Interior illuminated awnings are not allowed.

WINDOW SIGNS

Window signs are secondary signs, primarily oriented to passing pedestrians, and used to add visual interest to storefronts, and express the unique individuality of a tenant.

Development Standard:

- 20% of the window area (Zoning Ordinance Sign Standards).

Types of Window signs to be encouraged include:

- Screen-printed, gilding, and cut vinyl letters, logos, and designs.
- Skeletal frame neon expressing a tenant's unique product or personality and other creative sign forms may be allowed subject to approval of an Architectural Review application or Master Sign Program, including findings of consistency with the Specific Plan and Signage Design Principles.

Screen-printed, gilding, and cut vinyl letters on glass.

PLAQUE SIGNS

Plaque signs are pedestrian-oriented flat panels mounted to wall surfaces near business entries, upper floor entries, and courtyards. They include signs that identify a specific business, directory signs for multiple businesses, and menu display boxes for restaurants and entertainment venues.

Development Standard:

- Maximum of 6 square feet of Plaque signage per frontage with an entrance. Plaques shall be located within close proximity to the frontage entry and shall not be consolidated to a single frontage. Addition square footage may be considered based on specific characteristic of a Development Plan application or as part of a Master Sign Program.

Plaque signs for pedestrian identification.

Types of Plaque signs to be encouraged include:

- Flat or three dimensional sign panels with screen-printed, raised, or incised letters, logos, and designs.
- Wood or metal frame menu and entertainment venue boxes with changeable content and lighting.

MONUMENT SIGNS

Monument signs are low signs that typically assist motorists in finding businesses and residential complexes along auto-oriented streets where entries are separated from the street front by parking lots or large landscaped setbacks.

Development Standard:

- Maximum of 8' in height and 30 square feet per visible face (Zoning Ordinance Sign Standards for Mixed Use Districts).
- Individual tenant Monument Signs are not allowed along the The Commons and Central Core pedestrian-oriented cross streets (Streets A, B, C). Directional monuments for parking resources and other public amenities are subject to a Master Sign Program.

Types of Monument signs to be encouraged include:

- Dimensional letters on solid sign base or sign panels.
- Sign panel with push-through illuminated letters.
- Distinctive signs incorporating materials and details from the project's architecture.

Dimensional letters on a metal panel.

Project and tenant identification sign incorporating materials and details from the project's architecture.

Residential sign with push-through illuminated letter.

SPECIALTY SIGNS

Specialty signs are unique signs that fall outside of the ordinary categories, and may take many different forms in a variety of materials. Signage design creativity is encouraged, and these signs will be considered subject to approval of an Architectural Review application or Master Sign Program, including findings of consistency with the Specific Plan and Signage Design Principles. Application approval will be strongly influenced by location, the architectural design of the project, surrounding development, and the design quality of the proposed sign.

Specialty signs are unique to the business and location.

DIRECTIONAL AND WAY-FINDING SIGNAGE

Directional and way-finding signage will be an important component of the Specific Plan implementation. At the time that significant new development is proposed consistent with the Specific Plan Vision the City, in cooperative effort with the developer and local property owners, will develop a coordinated Directional and Way-finding program consistent with Specific Plan Policy PSP 2.4. Types of directional signs may include monument signs, pylons, street signs, location and business index maps located on private property as well as in the public right-of-way. Directional and way-finding signage should be provided for:

- Local Streets
- Public Spaces, Paseos and Plazas
- Parking/Transit/Bicycle facilities
- Public facilities
- The Iron Horse Trail
- Anchor Retail Tenants
- Anchor Restaurants
- Major Employers

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CHAPTER 8:

CIRCULATION AND TRANSPORTATION

Chapter 8
CIRCULATION AND TRANSPORTATION

This Chapter provides an overview of the multimodal transportation systems serving the Plan Area based on the Conceptual Plan and development profile. The Specific Plan expands the City's network of streets, sidewalks and trails to fully integrate the area with existing and surrounding roadway facilities, provide "Complete Streets" and improve multimodal (pedestrian, bicycle, transit, automobile) connectivity. The proposed framework of streets establishes a pattern of pedestrian-scaled blocks which will encourage increased walking and bicycle travel. The long range nature of the Specific Plan requires flexibility in the street framework to adapt to the uncertainties of development implementation and phasing.

VEHICULAR CIRCULATION

The Plan Area's roadway network is organized around the street classification system established in the City's General Plan. The vehicular circulation system is comprised of Routes of Regional Significance, arterials, collectors, and local streets. The Specific Plan relies on the existing system of streets for primary access and then overlays a new system of collector and local streets for internal multimodal (automobile, pedestrian, bicycle, transit, etc) circulation.

The Plan Area is highly accessible by vehicle because it is situated within a grid of Routes of Regional Significance, arterials and collector streets. The two freeway interchanges at Bollinger Canyon Road and Crow Canyon Road, support regional mobility and provide access to the Plan Area from I-680 and the programmed High Occupancy Vehicle on and off ramps at Norris Canyon Road will provide additional access to carpools, vanpools and public transit. In addition to providing the Plan Area access, the freeway and major arterials provide visibility for the Plan Area to support Destination Retail uses fronting on the freeway and roadways.

Local access to the Plan Area is provided by the major arterial streets described above as well as Alcosta Boulevard, Fostoria Way, Camino Ramon and Norris Canyon Road. Existing local streets, Executive Parkway, Bishop Drive, and Crow Canyon Place combined with the proposed streets will form the principal vehicular circulation system within the Specific Plan Area.

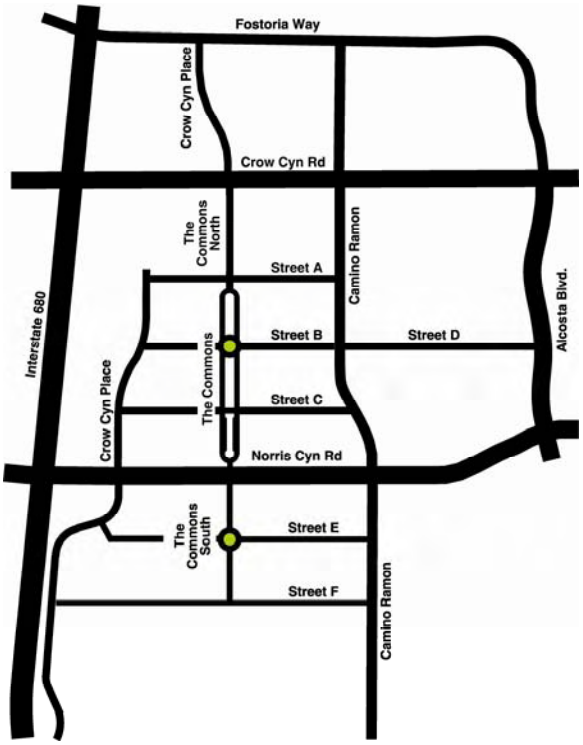

Figure 8.1: Specific Plan Street Network.

Specific Plan Vehicular Circulation System

As discussed above, the existing roadway network within the Specific Plan Area consists of high-capacity arterial and collector roadways in a conventional widely-spaced suburban grid. The Conceptual Plan proposes a grid of smaller pedestrian-scaled blocks comprised of walkable local streets integrated with active commercial

frontages, landscaping, streetscape features, public spaces and other amenities. The smaller pedestrian-scaled block system is intended to encourage walking, bicycling and exploration of the Mixed Use Core and encourages a park-once, walk and shop environment. The street grid forms a framework for development of compact commercial and residential mixed-use buildings as well as flexibility for larger retailers, office complexes, and multifamily residential blocks. The vehicular circulation system also serves to provide emergency access to all parts of the Plan Area. As the emergency access framework, all of the streets (and service corridors) are dimensioned to accommodate the Fire District's travel way clearances. Figure 8.2 illustrates the Specific Plan street network. The Plan vision is for the key streets and their role in the vehicular circulation system are described below.

The Commons North is envisioned as a realignment of Crow Canyon Place from Crown Canyon Road, through the Crow Canyon Commons Shopping Center (when redeveloped) to provide access into the north side of The Commons. As a primary entry point, with nearby freeway access, Crow Canyon Place needs to be effective as a high volume roadway and aesthetically pleasing as a gateway to the Specific Plan Area. This street will be the primary access to the retail and mixed-use Central Core (Development Block D) area. The divided multi-lane street balances its emphasis on traffic movement and capacity with a broad landscape median and tree-lined sidewalks fronting on shops. Intersections on The Commons North will have traffic signals to control vehicle turning movements and provide controlled crossings for pedestrians.

The Commons represents a prominent identifying feature of the Specific Plan Area. The Commons is a broad pair of one-way streets on either side of a landscaped public space (Commons), and lined with mixed-use buildings and an active streetscape.

The Commons is the Plan Area's central multi-modal access corridor accommodating vehicle traffic, providing on-street parking, bike lanes, a substantial pedestrian realm while connecting The Commons North to Norris Canyon Road. The Commons emphasizes slower vehicular travel and frequent pedestrian crossings at stop-controlled intersections. Vehicular access to adjacent properties and parking will primarily be from the east-west secondary streets in order to maintain The Commons free of conflicts between vehicles and pedestrians at driveways.

Crow Canyon Place is proposed as a new four-lane street, parallel to The Commons, providing access to the more auto-oriented uses adjacent to I-680. It connects The Commons North to Norris Canyon Road, and may experience some level of through traffic. This street emphasizes traffic movement and capacity, but also provides a wide and attractive pedestrian realm serving an active commercial frontage. As a higher volume street, Crow Canyon Place will control intersections and pedestrian crossings with traffic signals.

The Commons South provides access to the Destination Retail and Bishop Ranch Mixed Use Districts (Development Block G) south of Norris Canyon Road. This two-lane street is the continuation of The Commons and is part of the primary multi-modal corridor with on-street parking, bike lanes and a substantial pedestrian realm in the southern portion of the Plan Area. The transit center is expected to be relocated adjacent to The Commons South, immediately south of Norris Canyon Road. The Commons South does not connect to Executive Parkway, but terminates at a new east-west street.

Norris Canyon Road is an existing collector street that connects the Westside of San Ramon to the Plan Area and terminates at Alcosta Boulevard. It crosses I-680, but does not currently

provide an interchange with the freeway. As described earlier, High Occupancy Vehicle-only ramps to/from Norris Canyon Road are currently programmed for construction. Presently a five-lane street (including a center turn lane), Norris Canyon Road is envisioned as a four lane boulevard with a raised landscaped median and tree-lined setbacks buffering pedestrians and land uses from passing traffic.

Camino Ramon is currently the primary north-south collector street and is an important link between Crow Canyon Road and Bollinger Canyon Road. The Specific Plan does not propose changes to the street's cross section, however, envisions as many as four new intersections with the Plan's new east-west streets providing access to the area. Given the volume of traffic on Camino Ramon, some of the new intersections may require traffic signals to control traffic and provide safe pedestrian crossings while others may have limited turning motions to avoid potential conflicts.

New East-West Streets (Streets A, B, C, E, F) are relatively narrow local streets connect the internal north-south streets and continue east to intersect Camino Ramon, and in the case of Street D, continue east to intersect Alcosta Boulevard. Street B West provides bike lanes to connect the bike lanes on Crow Canyon Place and Bishop Drive to the Iron Horse Trail. Street B West also provides a direct vehicular and pedestrian connection between the proposed shared parking structure and Crow Canyon Place. Street D West connects Camino Ramon to Alcosta Boulevard and provides access points to the large parcel along its southern edge. Street D West also connects the Iron Horse Trail and The Commons with a multi-use path.

Some of the new east-west streets provide direct access to property and parking which will be located behind buildings. The Specific Plan's Development Standards propose service corridors at the rear of buildings fronting the North and South Commons. The service corridors provide access for deliveries and trash removal as well as fire access associated with the residential and commercial uses (Section 6-18 in Chapter 6).

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

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

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

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

- Require development in the Mixed Use Core (Block D) to dedicate the right-of-way to implement The Commons and east-west local streets in a pedestrian-scaled block pattern with block length limited to a maximum of 400 feet when possible.

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

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

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

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

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

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

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

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

TRANSPORTATION

Public transportation plays an important role in the Plan Area. The envisioned mix of uses, higher density housing, major employment sites, attractive walkable streets, and relocated Transit Center create an environment conducive to public transportation. A primary objective of the Specific Plan is to create development that reduces the need for, and use of, automobiles. The development program in the Chapter 4 Land Use establishes a cap on vehicular trips associated with new development. This limitation on new vehicular trips, not only minimizes off-site traffic impacts, but incentivizes development to institute programs that encourage the use of transit and other trip reduction measures.

Current Transit Service

The Plan Area is served by multiple bus routes. The Central Contra Costa Transit Authority (CCCTA/County Connection) provides regional bus service to the current Transit Center located at Executive Parkway and Camino Ramon as well as Bishop Ranch and other employment centers in the area. This regional bus service connects San Ramon to the Walnut Creek and Dublin/Pleasanton BART stations, the Altamont Commuter Express (ACE) station and various Park and Ride lots in the I-680 corridor and also provides local bus service as some of these routes circulate through central San Ramon. Employees working within the Bishop Ranch can ride transit free with a pass as part of Bishop Ranch's Transportation Demand Management program.

Relocated San Ramon Transit Center

The existing San Ramon Transit Center is located along the Iron Horse Trail adjacent to the intersection of Executive Parkway and Camino Ramon. The Transit Center contains a 54-space Park and Ride lot for commuters who utilize carpools, vanpools, or transit. Bike racks and covered bike lockers are also available at the Transit Center.

Most of the transit routes serving the Plan Area use the current Transit Center. As the Plan Area develops and transit demand in the area increases, the existing Transit Center is proposed to be relocated along the Norris Canyon Road corridor within the Plan Area. This new location will create a centralized public transportation hub within the Plan Area (a 5- to 10-minute walk for the entire Plan Area), and potentially expedite transit travel with implementation of the contemplated HOV on and off ramps at Norris Canyon Road and I-680. The planned Carpool Lane Gap Closure/I-680 Transit Enhancements, which will extend the existing high occupancy vehicle lanes on I-680 to the north of San Ramon, are also anticipated to benefit the Plan Area and region as a whole.

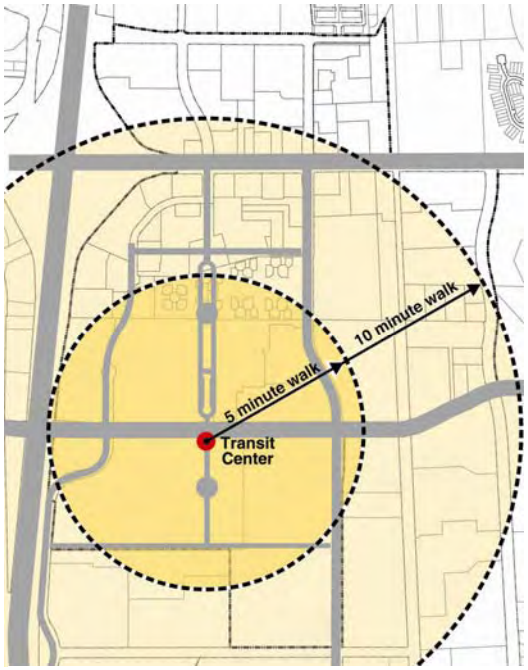

Figure 8.2: Transit Center Walking Radius.

The HOV lanes and on-off ramps will allow transit, carpool and vanpool users to bypass congestion on I-680 and at the interchanges (Crow Canyon and Bollinger Canyon Roads) and gain immediate access to the relocated Transit Center located about ¼-mile from the HOV ramps. Furthermore, the new Transit Center location along Norris Canyon Road benefits transit by placing a central transfer point among what will be one of the City's more dense mixed-use and walkable districts and encourages commuting by means other than the single occupant vehicle.

The conceptual design of The Commons South includes bus turnouts near the Transit Center to provide operational flexibility such as staging and/or layover, route interlining, or capacity for additional routes. Relocation of the Transit Center and route revisions will be based on development levels and completion of infrastructure reaching an appropriate threshold to trigger the changes. The specific design of the Transit Center will be developed in cooperation with the CCCTA to ensure that the relocated facility continues to meet the existing and future operational needs of the service provider and community.

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

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

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

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

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

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

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

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

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

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

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

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

TRANSPORTATION DEMAND MANAGEMENT

The General Plan 2030 includes policy direction calling for Transportation Demand Management (TDM) strategies to reduce total vehicle trips on the roads. The City of San Ramon TDM Program targets businesses, residences, and schools as a means to reduce traffic congestion and the associated air quality pollution and GHG emissions.

The goal of a TDM program is to change travel behavior and reduce the amount of vehicle traffic and improve the efficiency of the transportation system in one of three ways:

- Encouraging travel by other than single occupant vehicles.
- Encouraging travel during non-peak periods.
- Eliminating the need to travel altogether.

TDM Strategies and measures are most effective when provided in managed programs comprised of multiple options that appeal to the diversity of traveler's needs. TDM can result in significant benefits, including reduced traffic congestion, driving and parking cost savings, reduced crash rates, reduced Greenhouse Gas and pollution emissions, improved health, increased worker productivity, and cost savings by reducing roadway maintenance costs and deferring the need for roadway capacity expansion projects.

The City actively promotes the Countywide 511 Contra Costa TDM programs for residents and businesses which includes rideshare matching, trip planning, alternative transportation resources and incentives for participation. The Bishop Ranch office complex is an example of a localized and focused TDM program that dramatically reduces single occupant vehicle trips associated with the Bishop Ranch employment base. In addition to the benefits from the City and 511 Contra Costa TDM programs, the Bishop Ranch TDM program includes free transit passes, subsidized car and vanpools, express transit service to the ACE Train Station in Pleasanton and BART stations as well as other local services and programs unique to Bishop Ranch.

There are many combinations of TDM strategies with a variety of results and effectiveness. TDM Programs should offer a range of services from improving commuter transportation options to providing financial incentives to change trip schedules or modes of transportation. Although individual TDM strategies may affect a small portion of total travel, the cumulative effects of a comprehensive TDM program can be considerable.

One of the most effective TDM strategies is to reduce the need for vehicular travel through efficient land use and transportation planning. The type of development encouraged in the Specific Plan-compact, mixed-use residential and commercial, high-density residential oriented towards transit - is proven to be effective in reducing automobile travel.

TDM for the Specific Plan Area

As discussed above, this Specific Plan establishes a limit on the number of vehicular trips that can be generated by development within the Plan Area. Once the buildings are built and land uses are established, there is little that will affect vehicular travel demand other than a TDM program. A Transportation Demand Management program is a constantly evolving enterprise that once developed, needs to be monitored and continuously refined in order to meet and maintain the trip generation goals established under the program.

In addition to the existing City and county (511) Contra Costa programs, implementing and managing a TDM program specifically for the Plan Area would be a collaborative effort between the Plan Area property owners, Homeowners Associations, tenants, employers, a Transportation Management Association (formed for the Plan Area), and the City of San Ramon.

Transportation Management Association

Monitoring and managing the Specific Plan area's trip generation would be best accomplished through a Transportation Management Association (TMA). A TMA would be formed by Specific Plan Area stakeholders who are subject to vehicle trip limitations. The TMA would be operated by an executive director and a staff of transportation coordinators. Adoption of programs and decisions would be made by a board of directors comprised of Plan Area stakeholders such as property owners, Homeowner's Associations, major tenants and employers. The TMA's executive director and board determine the initial services and programs to offer to members. In coordination with the City of San Ramon, they will establish an annual monitoring program, and a procedure to assess the Area's progress toward meeting the trip generation goals and a process for refining and improving the TDM program if goals are not being achieved.

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

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

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

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

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

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

PEDESTRIAN AND BICYCLE CIRCULATION

Pedestrian Circulation

The present pedestrian system within the Plan Area is comprised of sidewalks on public streets and the Iron Horse Trail. Although widely spaced, the present sidewalk system is continuous without gaps such that the entire Plan Area is accessible to pedestrians via sidewalks, signalized crossings and/or the Iron Horse Trail.

Pedestrian amenities support a park once and walk concept.

The quality of the pedestrian circulation system and how that system connects to the City's trail system is of fundamental importance to the success of the mixed-use environment and the park-once and walk goal of the Specific Plan. Pedestrian facilities within the Plan Area consist of sidewalks, walkways within public spaces or parks, crosswalks at intersections, street lighting, bus stops/shelters, urban design elements within the street right-of-way, and multi-use trails. Facilities for the disabled including curb ramps, audible pedestrian signals, and detectable surfaces are included as pedestrian facilities.

Signalized pedestrian crossings are typically located at intersections and consist of striped crosswalks, curb ramps, and pedestrian signal heads with countdown timers, and pedestrian pushbuttons. Mid-block pedestrian crossings are rarely implemented in San Ramon; however, the Plan Area has existing mid-block crossings located on Crow Canyon Place, north of Crow Canyon Road, between an office complex and a shopping center and along Camino Ramon adjacent to the PG&E conference facility. Mid-block crossings should not be needed because the proposed pedestrian-scaled block system should result in reasonably spaced intersection crossings.

Proposed Pedestrian Circulation System

Whereas many suburban communities are designed such that all travel, even for short distances, requires an automobile. The compact land use pattern combined with the comprehensive pedestrian circulation system defined in the Specific Plan ensures safe and

attractive walkable connections to employment, transit, parking, residences, and recreation destinations. The Specific Plan development standards enhance pedestrian circulation through the following design elements:

- Sidewalks and landscape buffers ranging in width from 10 feet to 25+ feet in areas that are part of the public space network.
- On-street parking on most streets that will buffer pedestrians from moving traffic.
- A broad landscaped path and integrated public space linking The Commons, Village Green, and the Transit Center to The Iron Horse Trail.
- In mixed-use districts, development is encouraged to provide active ground floor commercial with outdoor uses such as dining and gathering spaces.
- "Flex Zones" on private property adjacent to sidewalks create areas between building faces and sidewalks where building elements may project into the zone for visual interest, and for the provision of amenities such as outdoor dining, landscaping, potted plants and trees, special paving, benches and other pedestrian-friendly street furniture.

Bicycle Circulation

The City of San Ramon has an extensive bicycle network comprised of three types of facilities:

- Class I multi-use path.
- Class II bike lanes on public streets.
- Class III signed bike routes with shared travel lanes.

The only Class I bicycle facility In the vicinity of the Plan Area is the Iron Horse Trail. This approximately 30 mile trail provides regional bicycle accessibility to the Plan Area.

Within the Plan Area there are Class II bike lanes on Fostoria Way between San Ramon Valley Boulevard and Crow Canyon Place, Norris Canyon Road, Bishop Drive, and Alcosta Boulevard. Nearby, there are Class II bike lanes on San Ramon Valley Boulevard and Crow Canyon Road, east of Alcosta Boulevard. There are no existing Class III bike routes within the Plan Area; however, nearby, there are designated Class III bike lanes on Norris Canyon Road between San Ramon Valley Boulevard and Bollinger Canyon Road, and on Bollinger Canyon Road between San Ramon Valley Boulevard and Canyon Lakes Drive.

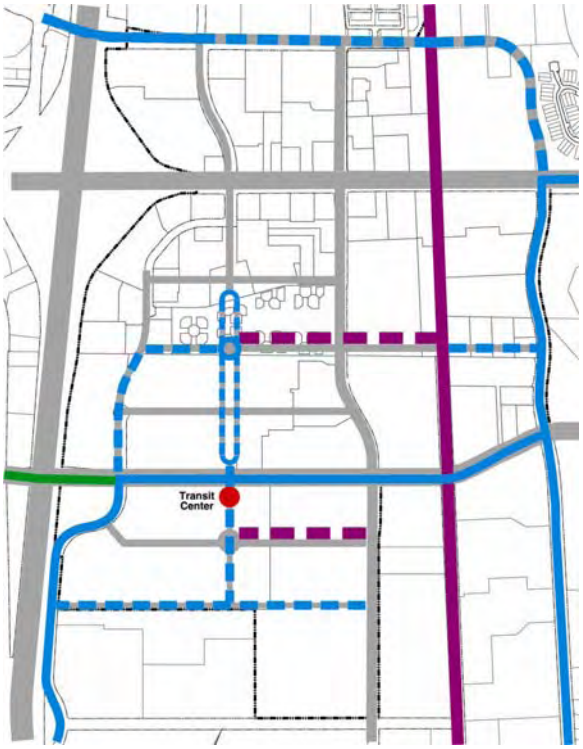

Figure 8.5: Existing and Proposed Bicycle facilities:
Purple Lines= Class I multi use paths
Blue Lines= Class II Bicycle lanes
Solid Lines=Existing
Dashed Lines= Proposed

Proposed Bicycle Circulation System

The Specific Plan's street standards ensure that bicycling remains a viable form of transportation for commuting, recreation and exercise, and everyday errands by providing a network of bicycle lanes and paths including new off-street connection from The Commons to the Iron Horse Trail. Specific bicycle facilities (paths) in the development standards include:

- A Class I multi-use urban path connecting The Commons area with the Iron Horse Trail along the new east-west "D" and "B" Streets.
- A Class I multi-use urban path along "E" Street connecting Camino Ramon to Park Commons South.

The Plan's street design standards include Class II bike lanes on Fostoria Lane, Street B, Street D, Crow Canyon Place, The Commons, and Street F.

The new bicycle facilities listed above will be integrated with existing bicycle facilities resulting in a comprehensive bicycle system connecting employment centers, residential neighborhoods, transit, shopping, local and regional parks, and other recreational facilities. Figure 8.5 illustrates existing and proposed bicycle facilities.

The bicycle circulation plan includes connections/transitions between two different types of facilities such as Class II bike lanes and Class I off-street paths where the bicyclist needs to shift from riding on the right side of the street to riding on an off-street path. This shift from one type of bike facility to another occurs on Street B at The Commons and Street E between Camino Ramon and The Commons South. The following implementation guidelines have been developed to ensure a safe and seamless shift between the Plan's bicycle circulation facilities:

- The shift between Class II bike lanes and Class I off-street paths need to occur at intersections where the travel of the bicyclists is naturally interrupted by negotiating the intersection.
- Transitions require that advance warning signs provide notice to bicyclists and motorists to expect a change. The transition from Class II bike lanes to off-street path typically uses "End Bike Lane" signs at the terminus of the bike lane prior to entering the intersection.

Clear Delineation of bike routes.

- Where the bike lane ends, the bicyclist transitions to a shared lane mode to ride through the intersection or becomes a pedestrian and walks his/her bike through the crosswalk.
- Where off-street paths intersect streets, transitions are comprised of standard trail end points with appropriate signing and markings and bollards or fencing to keep bicyclists from drifting into the street.
- Within the specific plan area, trail end point bollards or fencing should be enhanced to match the urban design theme of the street.

- Way-finding signs will inform bicyclists and pedestrians where to transition bike lanes to off-street path and vice versa, as well as to identify key destinations in San Ramon.

The Iron Horse Trail

Pedestrian/bicycle overcrossing.

As described above, the Iron Horse Trail (IHT) is another important pedestrian/bicycle facility within the specific plan area. The IHT is a north-south multi-use trail, located within the abandoned Southern Pacific Railroad right-of-way, that runs from north Concord to Alameda County. The trail has several street crossings within or adjacent to the Plan Area. Trail crossings at Crow Canyon Road, Norris Canyon Road and Bollinger Canyon Road provide pedestrian activated traffic signals. The trail also crosses Executive Parkway as an un-signalized pedestrian crossing. Crow Canyon Road and Bollinger Canyon Road are both under consideration and assessment for pedestrian/bicycle overcrossings. The addition of overcrossings at these major arterials improves safety by providing a grade separation between pedestrian/bicycles and automobiles. Additionally the grade separation improves traffic flow along the arterials by eliminating traffic stoppages associated with signalized pedestrian and bicycle crossings at IHT intersections.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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CHAPTER 9:

UTILITIES

Chapter 9
UTILITIES

This Chapter reviews the existing utility infrastructure and addresses the conceptual infrastructure improvements necessary to serve the proposed Specific Plan Area at full build-out. As the phasing of development is currently unknown, the proposed infrastructure improvements shown were developed based on the full Plan Area build-out in accordance with the proposed Conceptual Plan, land uses, and densities. Final development, project phasing and changes in the proposed land uses or densities will require the re-evaluation of the proposed infrastructure improvements at the final engineering design phase.

The Area is served by a variety of utility providers including:

- Water - East Bay Municipal Utility District (EBMUD)
- Sewer – Central Contra Costa Sanitary District (CCCSD)
- Drainage – City of San Ramon (City)
- Franchise Utilities
    - Pacific Gas and Electric (PG&E)
    - AT&T, Verizon
    - Comcast

WATER SUPPLY

Potable Water Supply

The East Bay Municipal Utility District (EBMUD) is the service provider for the Specific Plan Area. EBMUD provides potable water supply and operates and maintains the existing potable water infrastructure within the Area. Potable water provided to the City of San Ramon is treated at the Walnut Creek Water Treatment Plant, and conveyed south via transmission lines through Alamo and the Town of Danville. There are several existing large diameter water transmission lines within the right-of-way for Fostoria Way, Camino Ramon and Norris Canyon Road. Figure 9.1: *Existing Potable Water* depicts the existing potable water infrastructure within the specific plan area.

Based on the existing EBMUD potable water infrastructure within the area, the need for new water infrastructure will be based on new roadway alignments and required fire flow. The San Ramon Valley Fire Protection District has reviewed the proposed land use plan and, based on an assumed 150,000 square foot building with Type III construction and fire sprinklers, indicated that a maximum 4,000 gpm fire flow would be required. Although different pressure zones exist in the area, EBMUD has modeled the existing system, and shown that the existing water mains 12” or greater can provide the maximum 4,000 gpm fire flow. Due to EBMUD’s velocity criteria, the existing 8” water mains will only provide approximately 3,000 gpm. All modeled fire flows noted were at a minimum of 20 psi residual pressure. Figure 9.2: *Proposed Water Supply (Potable and Recycled)* illustrates the proposed potable water infrastructure within the specific plan area. The pipeline sizes shown on Figure 9.2 are approximate sizes only. Final pipe sizes will be determined by EBMUD based on the actual development scenario and densities to be constructed.

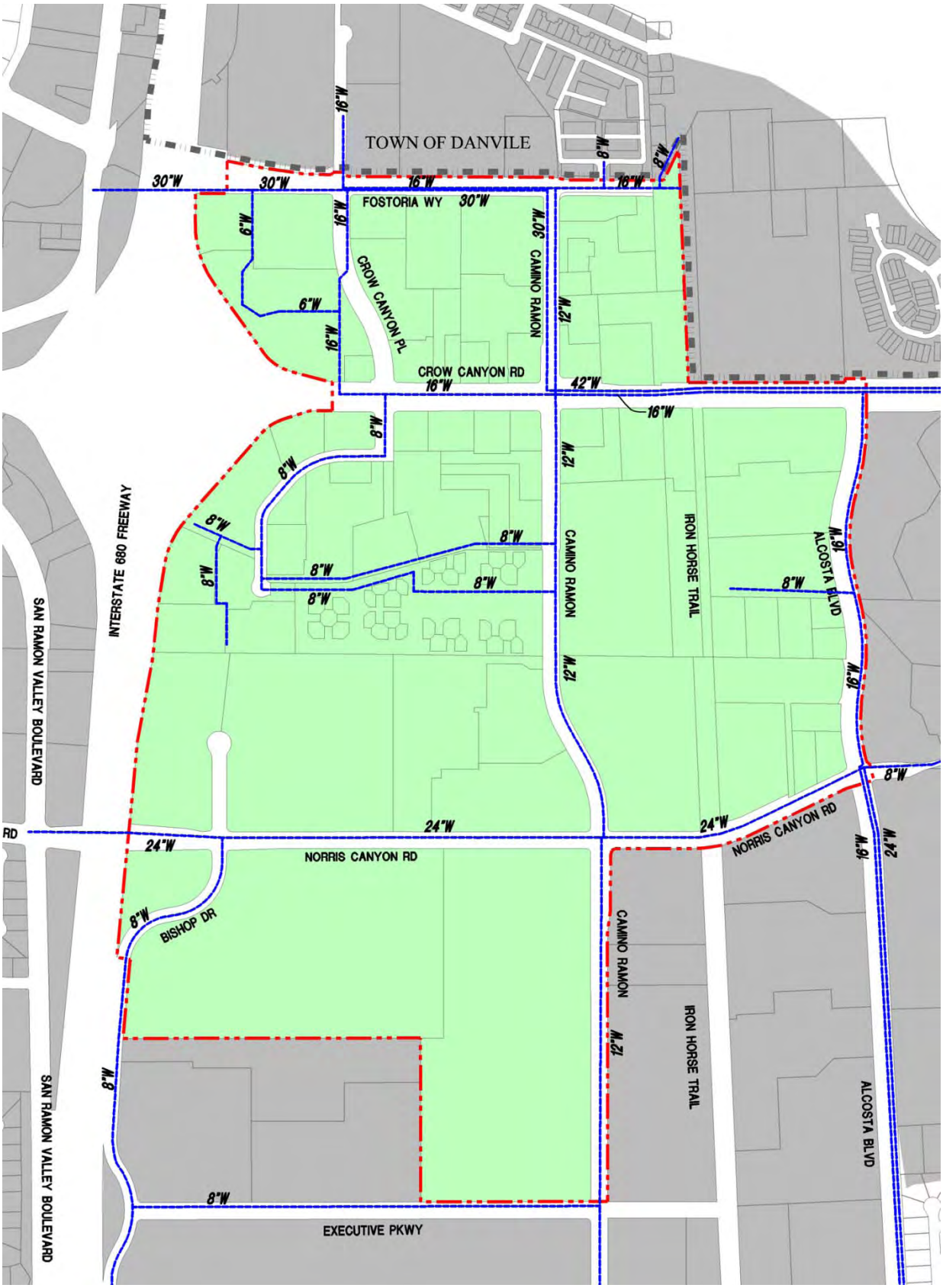

Figure 9.1: Existing Water Supply.

Per California Water Code, Sections 10910-10915, EBMUD performed a Water Supply Assessment (WSA) dated November 24, 2010. EBMUD indicated in the WSA that the North Camino Ramon Specific Plan Area water demands are accounted for in EBMUD's 2005 Urban Water Management Plan and there is allocated/adequate water supply for the Specific Plan.

New development and redevelopment within the Area will be required to adhere to the City's Ordinance No. 218 (Water Conservation and Landscape Ordinance) and the EBMUD/DERWA development standards and requirements for Recycled Water. In addition, per the WSA, the project should comply with the California Model Water Efficient Landscape Ordinance (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490-495).

Recycled Water

EBMUD and the Dublin San Ramon Services District (DSRSD) jointly provide and distribute recycled municipal water in the City of San Ramon through the San Ramon Valley Recycled Water Program. The program is administered by a joint powers authority - DSRSD-EBMUD Recycled Water Authority (DERWA). Treated effluent at the R1 tertiary treatment plant in Pleasanton is filtered and disinfected for appropriate irrigation reuse. Recycled water will be conveyed to Camino Ramon via a backbone line located within the Iron Horse Trail right-of-way. In 2010, DERWA completed construction of a backbone recycled water line that extends north to Bollinger Canyon Road then runs east into the Dougherty Valley. Additionally, in 2011, a recycled water line was extended from Bollinger Canyon Road north to Fire Station 34 on Alcosta Blvd.

DERWA does not currently have recycled water infrastructure within the area. Future plans identify a network of recycled water lines serving both the Bishop Ranch Business Park and the North Camino Ramon Specific Plan Area. EBMUD is currently planning/designing recycled water pipelines in the roadways and locations within the area listed below. When completed, all proposed recycled water mains will be operated and maintained by EBMUD.

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

Since the existing roadway network for the specific plan area will be modified, additional reclaimed water infrastructure will likely be required. See Figure 9.2, Proposed Water (Potable and Recycled) for anticipated reclaimed water lines in additional to those currently planned by EBMUD.

As the Plan Area develops, continued coordination with DERWA will be required for proper planning of the future recycled water system. New development and redevelopment within the area will be required to adhere to the City's Ordinance No. 218 (Water Conservation and Landscape Ordinance) and DERWA' s development standards for Recycled Water.

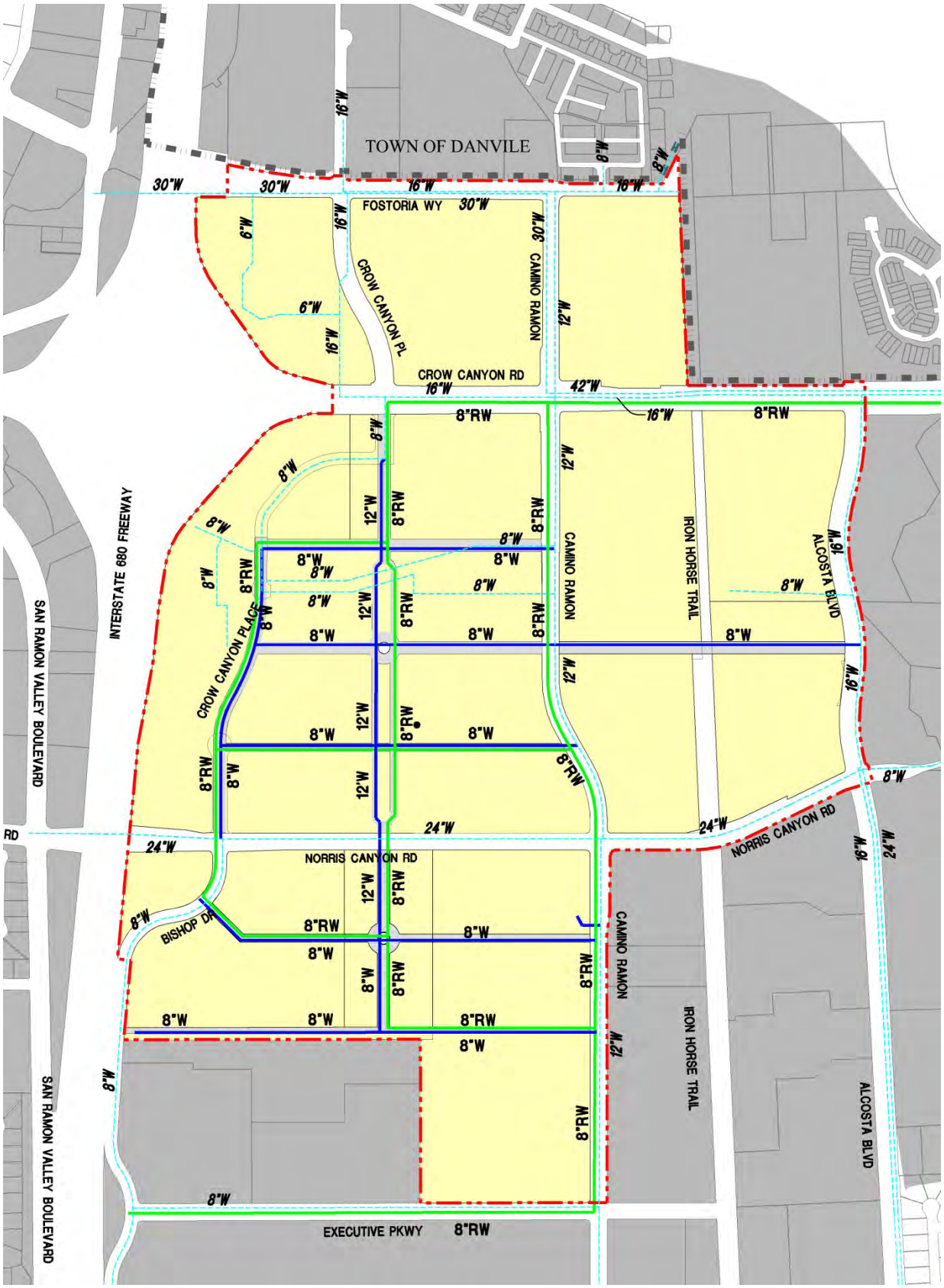

Figure 9.2: Proposed Water Supply (Blue-Potable Green-Recycled).

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

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

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

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

SANITARY SEWERS

Central Contra Costa Sanitary District (CCCSD) provides wastewater collection and treatment to the northern portion of the City of San Ramon. Wastewater flows from San Ramon are conveyed north to CCCSD's wastewater treatment plant via the San Ramon Interceptor located within the Iron Horse Trail corridor. In 2003, CCCSD initiated a capacity improvement project for the interceptor between Norris Canyon Road in San Ramon and St. James Court in Danville in anticipation of increased wastewater flows from planned growth in San Ramon. The sewer analysis associated with the project identified a capacity deficiency in the interceptor for the 2040 20-year design event. As of 2011, a new 36" interceptor is planned to be constructed adjacent to the existing San Ramon Interceptor within the Iron Horse Trail corridor. CCCSD anticipates that the new 36" interceptor will be built sometime before 2015. All upgrades to the backbone interceptor will be paid for by fees collected on a CCCSD system-wide basis.

In addition to the San Ramon Interceptor within the Iron Horse Trail corridor, there are various existing collection mains ranging from 8" to 15" that provide sewer service to existing users within the project area. In general, wastewater flows in an east or west direction via the existing sewer mains in Executive Parkway, Norris Canyon Road, Crow Canyon Road and Fostoria Way to the existing 15" trunk main or 24" to 30" interceptor where it flows in a northerly direction to the treatment plant. The attached Figure 9.3: *Existing Sanitary Sewer* depicts the existing sewer facilities within the specific plan area.

The proposed Specific Plan (development densities, land uses, etc.), CCCSD has modeled their existing system capacity serving the Area. In November 2010, CCCSD issued a letter stating that the Area would not create capacity deficiencies in the existing trunk system through a 2040 20-year design event assuming the aforementioned 36" interceptor is complete and operational. Additional discussions with CCCSD confirmed that adequate treatment plant capacity is available, but further modeling would be necessary to evaluate the capacity of the smaller sewer collection mains within the existing streets.

In January 2011, CCCSD modeled multiple points within the existing sewer system based on Figure 9.4 "Proposed Sanitary Sewer" and the ultimate build-out densities proposed for the Area. Based on the analysis there were no deficiencies identified within the sanitary system and the existing sewer system will accommodate the proposed Plan Area build out. As the

Plan Area develops, continued coordination with CCCSD will be required for proper planning of the future sewer system.

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

Policy UTL-2.2: Connect new projects to the sanitary sewer system and require system improvements where necessary when triggered by proposed development.

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

Policy UTL-2.3: Require restaurants and other uses with specialized sewer demands to implement Best Management Practices (BMPs) such as grease interceptors and or rain shut off devices as required by the service provider and C-3 stormwater requirements to minimize impacts to the sanitary sewer system.

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

SOLID WASTE

Solid waste collection and disposal in San Ramon is provided by Valley Waste Management (VWM), which is part of Waste Management Inc. Valley Waste Management provides solid waste collection services under an exclusive franchise agreement with the City of San Ramon. These services include collection of solid waste from commercial, industrial, and residential customers, collection of residential recyclables and yard trimmings. Commercial Recycling Services are currently provided by several companies that have been granted permits by the City of San Ramon, and are available to all San Ramon businesses on a competitive basis. With the State adoption of mandatory commercial recycling, the City will be looking at future options for franchise recycling services in addition to or as a replacement for the competitive process currently in place.

VWM transports solid waste to the Vasco Road Sanitary Landfill in Livermore. Currently the landfill has capacity until 2025. As residential development typically generates more solid waste then commercial uses, development of new residential land uses with the specific plan area should include a City approved recycling plan.

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

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

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

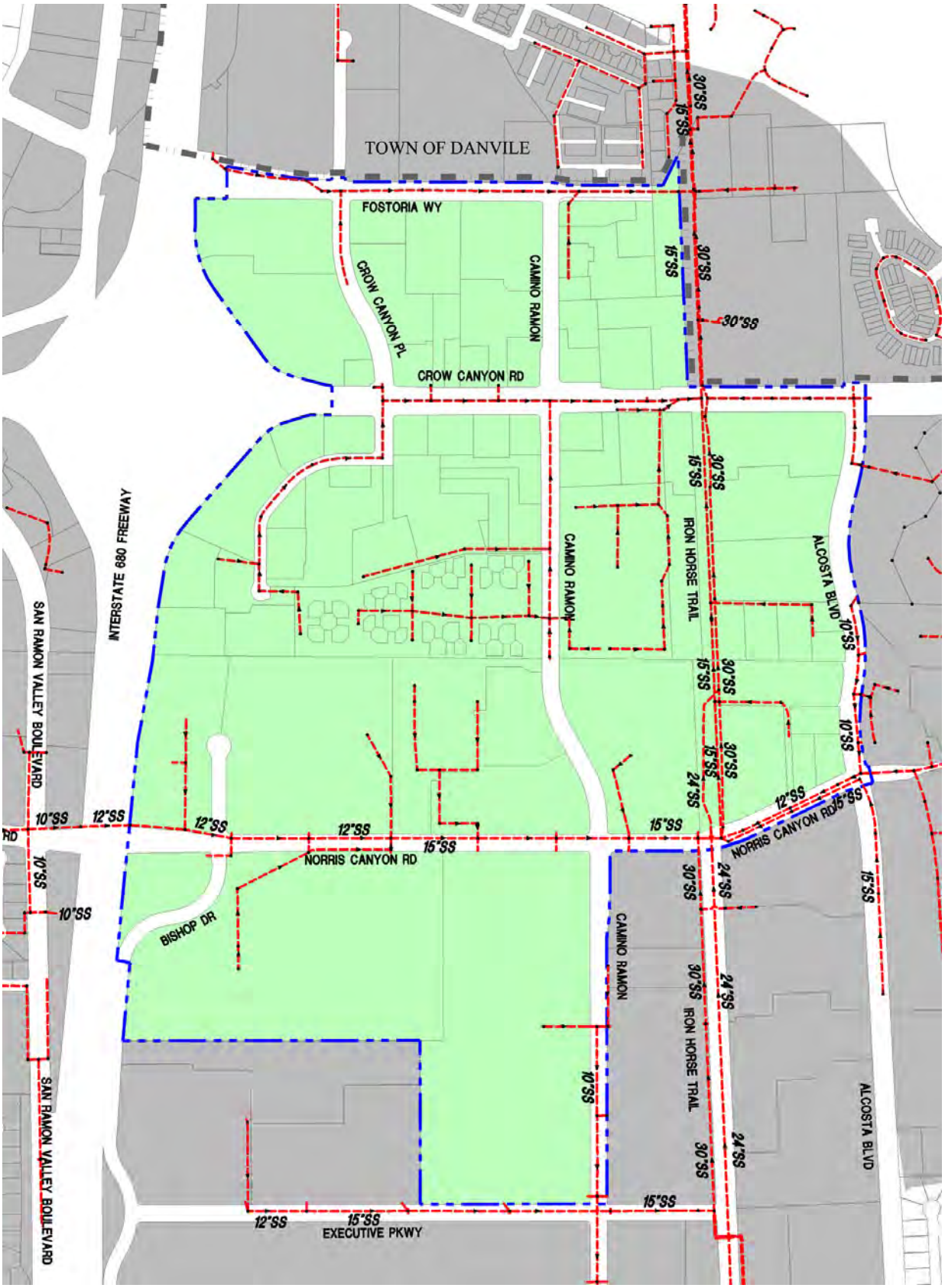

Figure 9.3: Existing Sanitary Sewer.

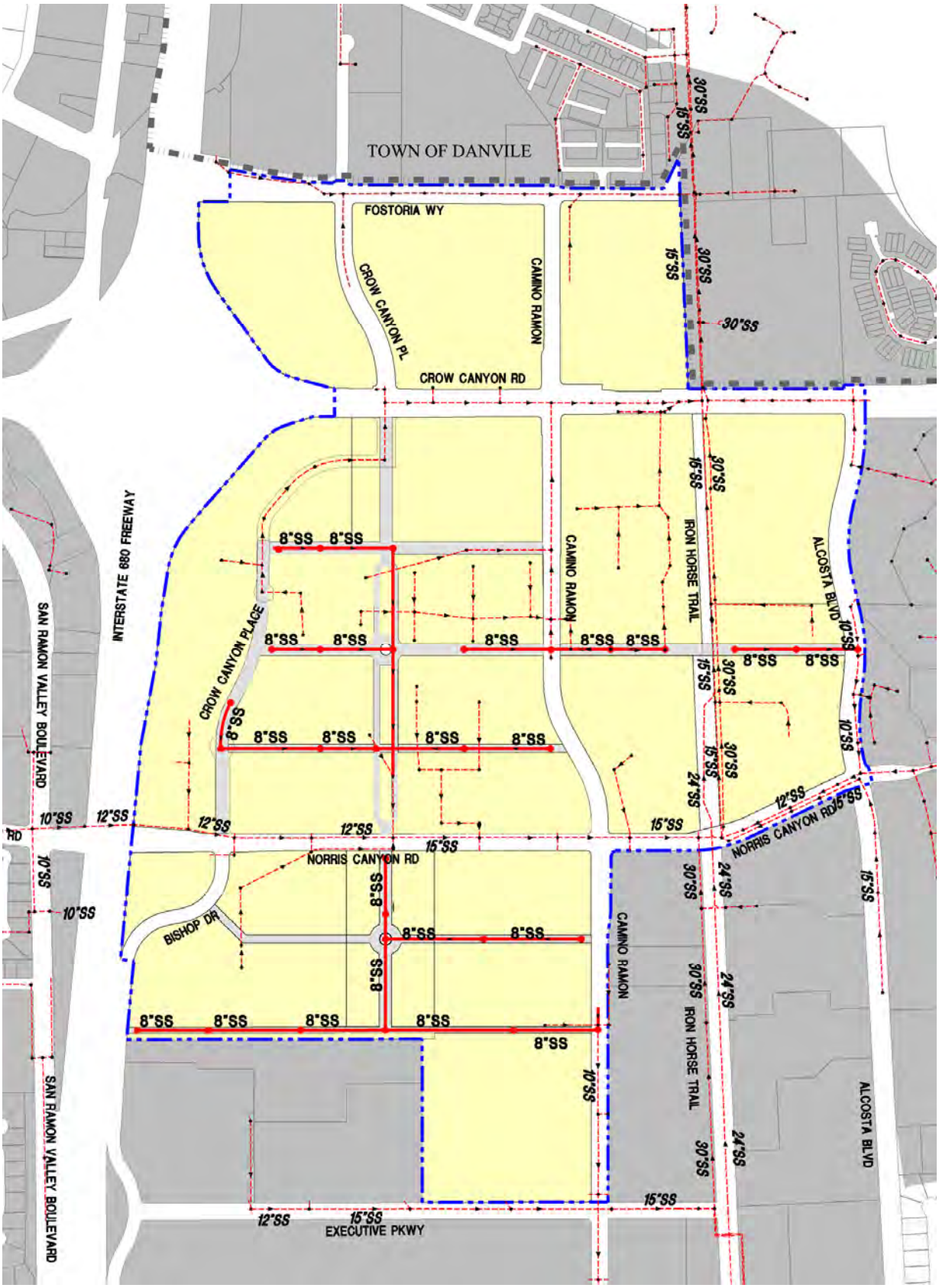

Figure 9.4: Proposed Sanitary Sewer.

STORM DRAINAGE

The City of San Ramon owns and maintains drainage facilities within the City limits. The project Area is divided into two major drainage basins. The northern portion of the site is drained by a network of storm drain pipes ranging from 15" to 48". All runoff from this portion of the site eventually flows to a 60" storm drain located within the Iron Horse Trail corridor. This 60" storm drain pipe conveys runoff in a northerly direction into the drainage systems of Danville, Alamo and Walnut Creek ultimately discharging into Suisun Bay. The southern portion of the project area drains to the south via a network of storm drain pipes into a 72" storm drain located under Camino Ramon that transitions to an 84" diameter pipe south of Bollinger Canyon Road and, ultimately, to a 96" diameter pipeline located under the Bishop Ranch 1 surface parking areas. The 96" diameter pipeline crosses Bishop Ranch 1 to the Iron Horse Trail corridor discharging into South San Ramon Creek and ultimately flows to the Lower San Francisco Bay.

Based on discussions with City staff, there are no known deficiencies within the existing drainage system. Figure 9.5 Existing Storm Drain depicts the existing storm drainage infrastructure within the specific plan area.

The existing specific plan area is highly developed with a significant footprint of impervious surfaces (buildings, parking lots, and roadways). The proposed specific plan will alter development types in the area, but it is not anticipated to increase the quantity of impervious surfaces. In September 2009, the California Regional Water Quality Control Board, San Francisco Bay Region, implemented a new regional municipal permit. One key element of this permit is Provision C.3. In general, this Provision will require new development to employ Low Impact Development techniques to minimize site runoff and to treat said runoff for improved water quality. As the specific plan area develops, each "project" will be required to demonstrate that it:

- Adequately treats any site runoff to insure the proper quality of the runoff leaving the site.
- Does not increase the quantity, duration or peak flow of runoff from each site.
- Employs proper construction management techniques through the construction process to insure sediment and erosion control. This will be addressed through the required State NPDES requirements.

The new permit provides guidelines and direction for calculating and selecting treatment and flow discharge techniques. Per Provision C.3, the goal of Low Impact Development (LID):

> *"is to reduce runoff and mimic a site's predevelopment hydrology……by infiltrating, storing, detaining, evapotranspiring, and/or biotreating stormwater runoff close to its source. LID employs principles such as preserving and recreating natural landscape features and minimizing imperviousness to create a functional and appealing site drainage that treats stormwater as a resource, rather than a waste product."*

Figure 9.5: Existing Storm Drainage.

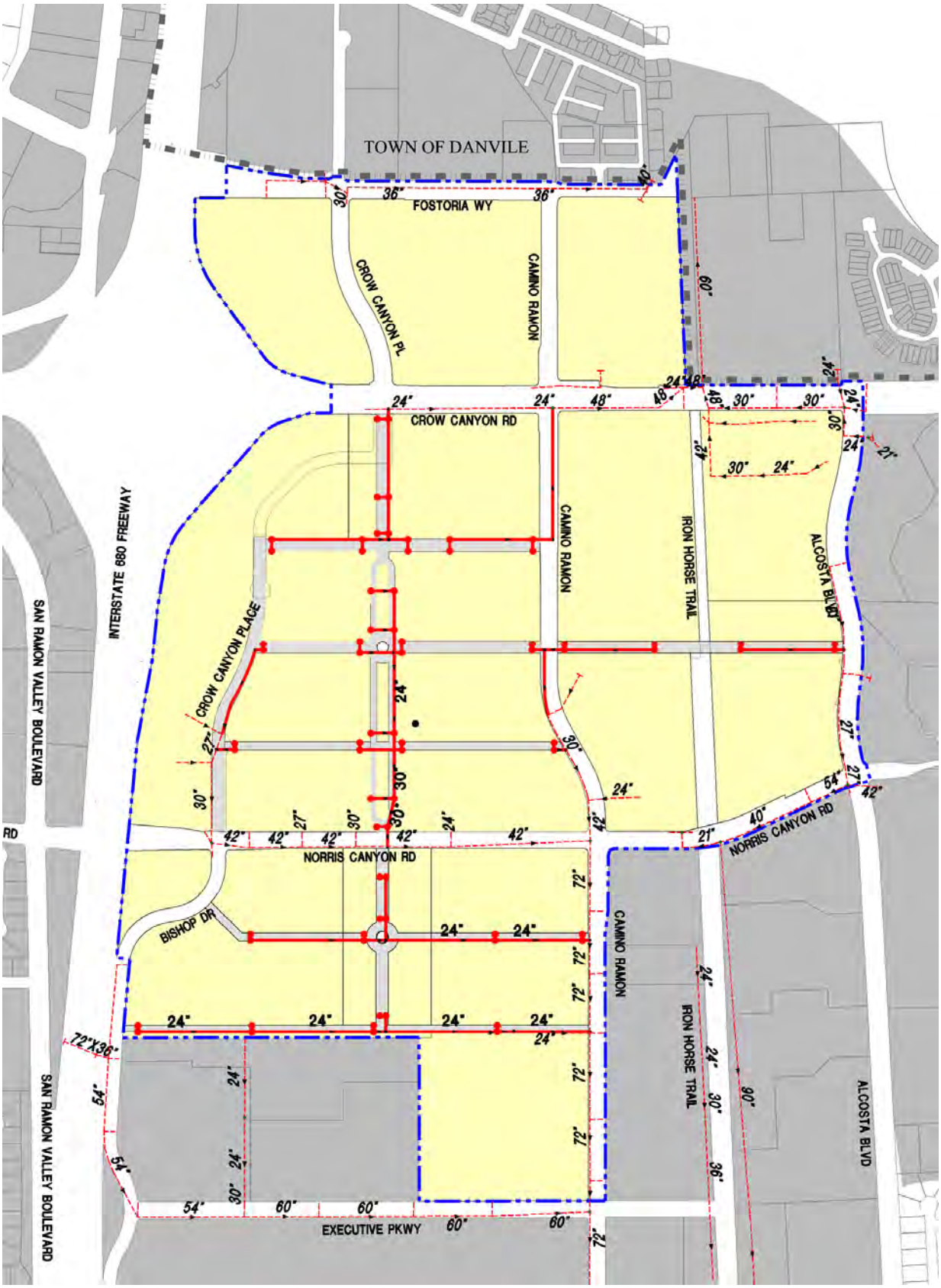

Figure 9.6: Proposed Storm Drainage.

While there are multiple LID measures currently preferred, there should be no limit to the creativity of the ultimate designer. Alternatives may include the use of bio-treatment through rain gardens, permeable pavements, landscape bio-retention areas, green roofs, planter/tree boxes, rain barrels and cisterns, etc.

Based on the new permit criteria, new development within the Area will not increase flows within the existing drainage system. Therefore, new drainage infrastructure required by the proposed specific plan will be limited to that required for new roadways within the specific plan area. Figure 9.6: Proposed Storm Drainage depicts the backbone storm drainage infrastructure anticipated within the specific plan area. In the design phase, these new drainage systems will be appropriately sized and modeled through the existing drainage system to insure proper sizing and no diversion of flows.

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

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

- Minimize increases in the amount of impermeable surfaces in new development.
- Encourage the utilization of vegetated roofs (green roofs) in new development.
- Encourage the use of permeable paving for parking lot and landscape paving.
- Encourage the utilization of rainwater capture systems in new development.
- Incorporate bio-retention landscaping into the design of all public improvement and private development streets and surface parking lot projects.

ENERGY AND FRANCHISE UTILITIES

Pacific Gas and Electric (PG&E) provides natural gas and electricity to the City of San Ramon and the specific plan area. Franchise utilities also provide telephone, cable, and communications to the existing users. Roadways within the specific plan area contain a variety of backbone joint utility trench infrastructure providing service to the individual parcels and users. Currently, there are no known capacity deficiencies that will significantly affect the redevelopment of the area. Intensification of land uses may require additional facility infrastructure. This will need to be evaluated with the utility providers as development progresses.

In an effort to responsibly develop the specific plan area, future development should incorporate energy conservation measures. The proposed high density, mixed use components of the specific plan will result in reduced vehicle miles traveled (VMT) and consolidation of services. Future development will be required to adhere to California's Green Building Standards including the use of state of the art building construction, mechanical and electrical systems.

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

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

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

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

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

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CHAPTER 10:

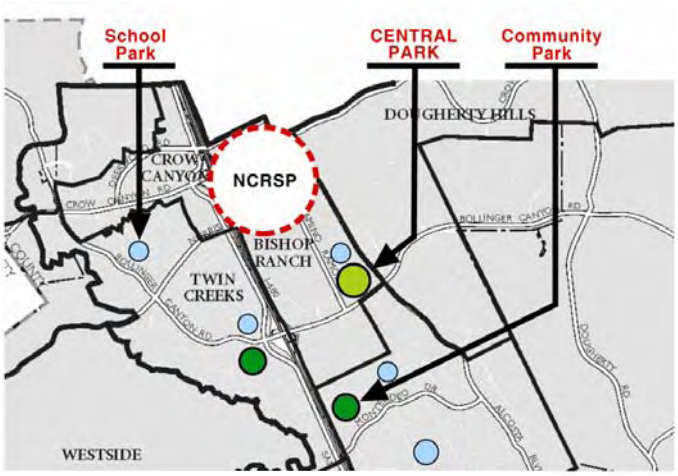
PUBLIC FACILITIES

Chapter 10
PUBLIC FACILITIES

The City of San Ramon is committed to maintaining the City's current high standards for public facilities and services. The future development in the North Camino Ramon Specific Plan Area, along with implementation of the City Center project, will bring some different development patterns and building types that may require special service approaches.

PARKS AND RECREATION

The City's current standard for functional public parkland is 6.5 acres per 1,000 residents at General Plan buildout. Of that total, there is a goal of 4.5 acres per 1,000 residents for public plazas, neighborhood parks, and school parks, and 2.0 acres per 1,000 residents for community parks and specialized recreation areas.



Park and Recreation Facilities.

The maximum number of residential units within the specific plan area is set at 1,500 units. Given the higher density of the housing, anticipated smaller unit sizes, and experience gathered from other similar developments, the number of residents per household is expected to be lower than the average for other residential developments in San Ramon. Also, while not traditional park and public spaces the mixed use and pedestrian-oriented environment will require and support some smaller public and semipublic open spaces such as pedestrian pockets, paseos, and enhanced sidewalks/flex zones as passive recreation options. While separate from the dedicated park spaces, these amenities will add to the public realm and sense of place. In addition, more traditional park and recreation needs can be met at nearby existing facilities such as Central Park which is approximately 1/2 mile from the Specific Plan Area, and there are a number of accessible community and school parks that serve the community as a whole.

The North Camino Ramon Specific Plan includes an integrated network of varied public spaces planned to serve residents, shoppers and employees. See Chapter 5: Public Spaces for additional details concerning the use and design intent of each of the following Public space elements:

- **The Commons**

  A linear landscaped open space stretching from Crow Canyon Road to Norris Canyon Road. Planned for community events and passive recreation area for shoppers, employees and residents (1¼ acres).

- **Village Green**

  A communal activity space at the heart of the Specific Plan area's central block. Planned for a variety of community events and passive recreation activities (2 acres).

- **Iron Horse Trail**

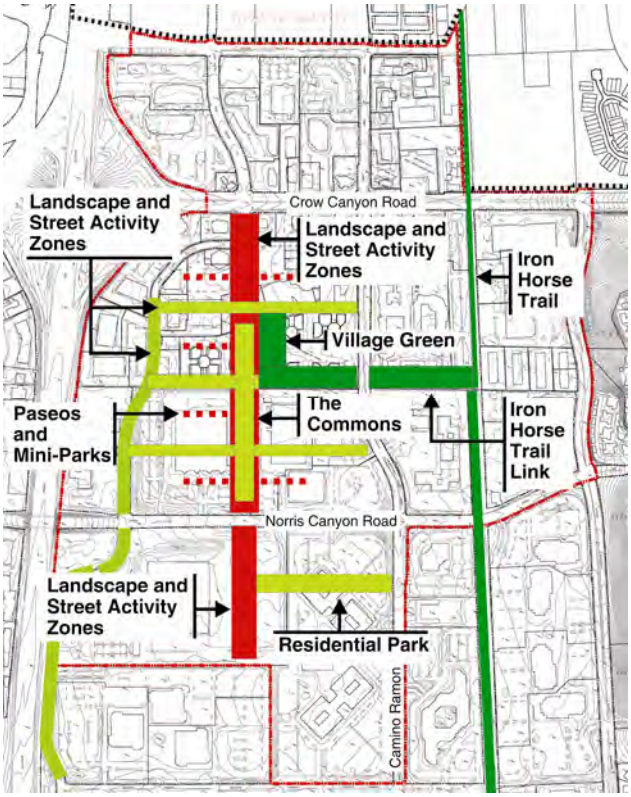
  A linear pedestrian and bicycle trail serving the specific plan area, and connecting the specific plan area to Danville, Alamo, Walnut Creek, Pleasant Hill, and Concord to the north and Dublin to the south (5½ acres).

- **Iron Horse Trail Link**

  A 74 foot wide landscaped open space containing an 18 foot wide pedestrian and bicycle path to link The Commons and the Village Green to the Iron Horse Trail (2 acres).

- **Residential Park**

  A large multi-use open space constructed as part of the high density residential development south of Norris Canyon Road to serve both residents and nearby office employees (2 acres).



Park and Public Space Network.

- **Landscape and Street Activity Zones**

  Wide sidewalks with landscaping, benches, sidewalk cafes, and other passive recreation uses.

- **Paseos, Pedestrians Pockets and Mini-Parks**

  Extensions of the public realm that add passive recreation opportunities for shoppers, residents and employees.

- **Residential Amenity Open Spaces**

  Active and passive courtyards, linear open spaces, and other amenities (e.g., swimming pools and health clubs) to serve residents and their guests.

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

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

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

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

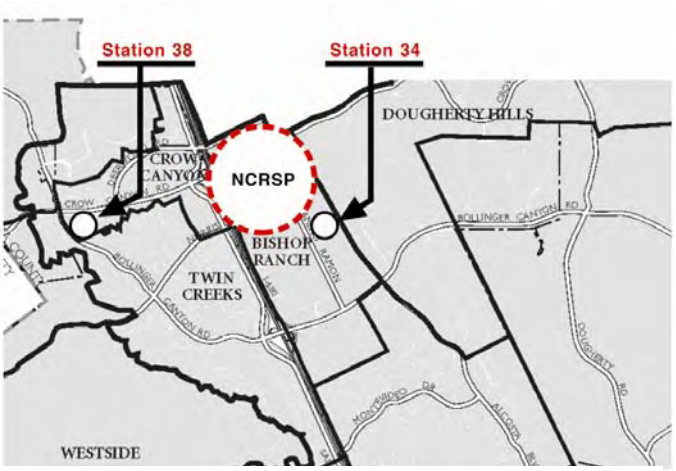
Policy PF-1.4: Require land dedication and/or park fees consistent with the City's Parkland Dedication requirement for new residential development in the Planning Area for the implementation of the Park and Public Spaces component of the Plan or other identified and related Parks Master Plan improvements.

The General Plan establishes the park and recreation goals, while the Subdivision Ordinance specifies the procedures for determining the number of people added by a proposed project and the corresponding Parkland Dedication requirement. In-lieu fees may be considered for Parkland Dedication based on the characteristics of the project and needs of the City. The Plan Area Public Space realm is envisioned as a combination of public and semipublic spaces and facilities; however, not all spaces will qualify to satisfy the Parkland Dedication requirements.

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

FIRE PROTECTION

The San Ramon Valley Fire Protection District provides fire protection and emergency medical services to the City of San Ramon as well as other nearby cities and unincorporated areas. Four of the District's ten stations are located in the City of San Ramon. Two of those stations are in close proximity to the specific plan area. Station 34, which has heavy rescue equipment in addition to its two engines and ladder truck, is located just southeast of the specific plan area at 12599 Alcosta Blvd. (0.7 miles). Station 38 is northwest of the area at 1600 Bollinger Canyon Road (1.4 miles). Stations 31 and 35 in Danville also respond to calls for



Fire Stations.

service in San Ramon. Equipment would be able to easily access the specific plan area via Crow Canyon Road, Norris Canyon Road, and Alcosta Boulevard.

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

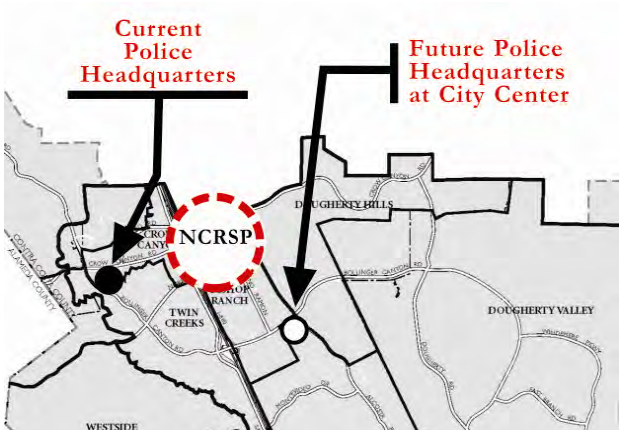
Policy PF-2.1: Work with the San Ramon Valley Fire Protection District to ensure that proposed development comply with district standards for design and response

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

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

POLICE PROTECTION

The San Ramon Police Department provides police protection within the San Ramon City Limits. The Department is currently headquartered at 2401 Crow Canyon Road and is anticipated to be relocated at a future date to the City Center at Camino Ramon and Bollinger Canyon Road when a new headquarters is constructed as a part of that project.



Police Facilities.

The need for an additional beat with 5 officers to serve the North Camino Ramon Specific Plan Area is anticipated. The mixed use nature of the area, and the creation of pedestrian-friendly internal streets will lend itself to the department's Community Policing policies which are designed to reduce crime and the fear of crime by encouraging a partnership between the police and the citizens of the community. As a part of that partnership, the provision of a modest space for police contact and public outreach will be programmed into the central core of the Specific Plan area.

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

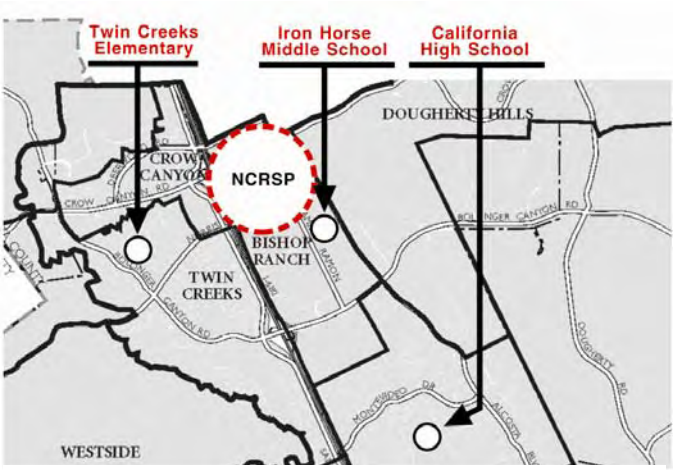
Policy PF-3.1: Provide police staff and equipment necessary to provide an adequate level of service.

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

SCHOOL FACILITIES

The higher density housing planned for the North Camino Ramon Specific Plan area is anticipated to have smaller dwelling units, and a larger proportion of singles and families without children of school age than the norm for San Ramon. While some of the residential units will generate K-12 students, their numbers will not be sufficient to require new schools.

The plan does not contemplate the need for any new schools in the planning area. Instead, students in any new residential development will attend already constructed schools in the San Ramon Valley Unified School District, most likely the nearby Twin Creeks Elementary School (approximately 1 mile), Iron Horse Middle School (approximately 0.7 mile), and California High School (approximately 2¼ miles). Developers of any new residential units will contribute school impact mitigation fees.



School Facilities.

The San Ramon Valley Unified School District currently owns 4.61 acres of land on two adjacent land parcels within the specific plan area. The parcels are located in Development Block C, adjacent to Crow Canyon Road and the Iron Horse Trail. The site is currently utilized for parking for District buses, along with some office space. Given the District's decreased utilization of buses, the size of these parcels is larger than currently needed. In the future, the District will likely explore opportunities to relocate and consolidate these uses with other District uses. Once the district identifies an alternative location for the current uses, the land could be made available for redevelopment consistent with the Specific Plan. The City will continue to assist, where possible, in identifying a suitable relocation site for these District facilities that meets their current and future needs.

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

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

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CHAPTER 11:

IMPLEMENTATION

Chapter 11
IMPLEMENTATION

Implementation of the North Camino Ramon Specific Plan will occur over an extended time frame through the coordinated efforts of the City and private property owners. This chapter describes the actions necessary to implement the plan, estimates the costs for individual improvements, identifies potential funding and implementation tools, and sets forth implementation steps.

The North Camino Ramon Specific Plan establishes the framework for enhancing and improving land utilization, attracting desired but currently under-represented retail land uses, adding residential units close to the community's major employment centers, and providing public spaces and amenities to create a strong sense of place that embodies the best of Smart Growth principles to encourage a rich mix of uses and lowered automobile utilization.

Implementation of the plan is expected to occur over an extended time frame as improved economic conditions allow private property owners to capitalize on the opportunities and incentives inherent in the specific plan. The City's intent is to work with property owners to coordinate future development and improvements with the necessary infrastructure, parking, and open space resources to realize the vision of the plan. The success of the revitalization efforts will depend heavily upon this public-private partnership.

REGULATORY CHANGES

This Specific Plan document implements the City's General Plan, and serves as the zoning control document for the North Camino Ramon Specific Plan Area. Following adoption of the specific plan, the City will identify and coordinate any changes to existing City regulatory documents and other plans that may be needed.

The cost of the preparation of the Specific Plan, EIR and supplemental implementation studies will be recovered from applicants for building permits in proportion to the values of the development proposed. The City will continue to develop and monitor the fee as needed.

ADDITIONAL PLANS AND STUDIES

As specific projects are proposed, additional studies and plans may be needed to further coordinate and implement the Specific Plan. Additional studies and plans may include the following:

- **Infrastructure Engineering**

  Detailed planning and engineering analysis of the street and other infrastructure improvements identified in the Specific Plan. The analysis will include an evaluation of low impact design techniques for storm drainage.

- **Public Spaces and Amenities**

  Detailed planning, design, and operational programming for the parks and public spaces identified in the Specific Plan, including landscaping, site features, hardscape and other programmed amenities as well as a coordinated program for directional signage and public art.

- **Parking Management Planning**

  Work with specific plan area property owners and businesses in developing a program for construction and operation of shared parking resources.

- **Transit Center Relocation Planning**

  When the need is indicated, pursue discussions with the Contra Costa County Transit Authority (CCCTA) to relocate the existing transit center to the specific plan area, plan the new transit center, and refine bus routes to better serve the plan area's workers, residents and shoppers.

- **Iron Horse Trail Interface Planning**

  Engage the East Bay Regional Park District and Contra Costa County in discussions to refine access and interface criteria applicable to properties adjacent to the Iron Horse Trail.

- **Density Pool Program**

  Establish the framework and details of the Density Pool implementation mechanism described below under Funding and Implementation Tools.

FINANCING

The implementation of the North Camino Ramon Specific Plan will occur over a twenty-year or longer time frame, and will be strongly influenced by economic and market conditions as individual property owners respond to their unique site opportunities, and initiate detailed plans for new development or improvements to existing properties. Changes in the specific plan area may include shifts in land use on private parcels, parcel aggregation through market forces, dedication of public lands, and a variety of infrastructure improvements.

Most parcels within the specific plan area are currently under private ownership, with existing uses already developed and operating. Plan implementation will include some land use changes and intensification. The specific plan anticipates increasing floor area ratios on most sites, allowing the possibility of residential development on previously designated commercial parcels, and, in some instances, combining smaller parcels into larger developable sites.

In addition to development changes on private parcels that remain private, some portions of private lands will be dedicated for public use as a part of the new enhanced street, public spaces, and parking network. This will necessitate dedicating land to the City, allowing public use of private land areas, land acquisition by the City, or some form of public easement. These improvements will occur over a period of years with some being initiated by the City to stimulate land use changes, some by the private property owners, and some by the City in support of new development. Overall, the implementation and financing program will need to be flexible to respond to the uncertainties of development timing and to capitalize on special opportunities as they arise.

Specific Plan Area Improvements

Significant implementation items include new and modified roadways with integrated sidewalks and landscaping, shared parking resources, and public spaces and amenities. Some items will be implemented and funded by the City through the collection of development and similar fees, some by property owners as a part of their property development, and others jointly.

Implementation items with significant capital costs include the following:

- **Streets**

  New streets and improvements to existing streets, as illustrated in Chapter 8, will be phased over time, and in concert with private development activity. The streets shown in red on Figure 11.1 have been identified as the primary specific plan streets. The estimated cost of these streets are summarized in Appendix B, and include related utilities, sidewalks, landscaping, and public spaces. All other streets will be funded by private property owners as a part of future development.

- **Infrastructure Improvements**

  Improvements to the water supply, sanitary sewer, and storm drainage systems will be required over time to serve the development within the Plan Area.

- **Public Spaces/Parking**

  The City, over time, will work with individual owners of property within Development Area D3 to acquire and/or dedicate land for use in the implementation of the public uses defined in the specific plan for that area: streets, a shared public parking resource, public spaces, and a pedestrian and bicycle link to the Iron Horse Trail.

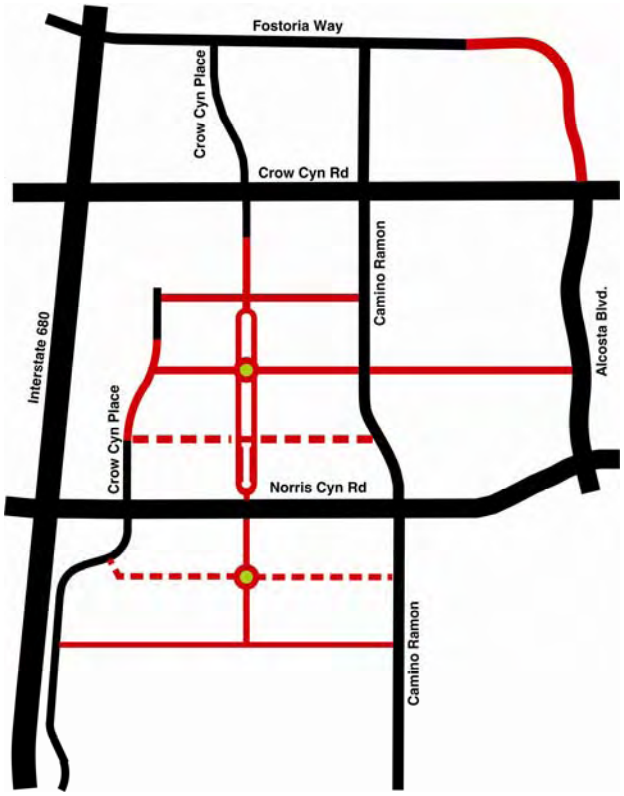

Figure 11.1: Primary Specific Plan Streets (Red Proposed).

Estimated costs for Specific Plan improvements are summarized in Appendix B.

- **Cost of City Services**

  It is the intent of the City that new development off-set the cost of providing services such that the financial impact on City services is at a minimum revenue neutral. This can be accomplished by pursuing new or potentially modifying existing revenue sources to ensure proposed projects provide adequate funding to support the proportionate demand for City Services. The determination of adequate funding of services is subject to City approval which can be demonstrated through a combination of revenue generation to the City including, but not limited to taxes, benefit/assessment districts, private facilities/service

providers and where appropriate modifications to tax sharing agreements. At a minimum, the funding level of services is expected to be consistent with the service levels in the surrounding areas and generally consistent with Citywide standards.

Funding and Implementation Tools

A variety of methods and techniques are available to implement the North Camino Ramon Specific Plan. Given the extent of the significant changes that may take place and the scale of benefits to be created, a combination of approaches will likely be required.

The expectation is that specific plan implementation will get underway within a mid- to long-term time frame, when the economy has recovered, and both the City and property owners are in a position to make new investments in the area. Having a variety of programs in place designed to incentivize and fund change will allow flexibility for different owner needs and site conditions.

Potential programs are described below, and their possible application to the concept plan framework is shown in Table 11.1.

Incentives that might be considered to encourage development changes in the specific plan area are outlined below.

- **Density Pool**

  The density standards set forth in this plan do not imply that development projects will be approved at the maximum density allowed. Access and circulation issues, as well as site conditions and General Plan policies related to Mixed Use, may limit the development potential of individual parcels. One useful tool in the implementation of the specific plan vision would be the use of a Density Pool. A Density Pool is a means of allowing additional density in exchange for the commitment to provide or assist in funding key features and amenities of public benefit.

  Base allowable Floor Area Ratios (FARs) could be set for each property at the maximum allowable under their zoning designation prior to the adoption of the North Camino Ramon Specific Plan. The difference between this base FAR, which ranges from 0.35 to 0.70, and the Maximum FAR of 0.70 for land use designations in this specific plan would be aggregated in a Density Pool of approximately 1.9 million square feet.

  Property owners could enter into development agreements with the City to access additional FAR through the Density Pool in exchange for providing elements of the infrastructure and public space framework, additional work force housing, consolidation of smaller parcels, and other items deemed by the City to be of public benefit. The amount of FAR can be tied to a specific benefit, and a sliding scale used based on the estimated degree of benefit. For example, if parcels are aggregated, more FAR could be available in proportion to the size of the final lot, or the value of an infrastructure improvement can relate to the FAR amount.

  The details of the program, including floor area ratio policies for projects which do not provide a mix of uses in their development plans, will be refined following adoption of the specific plan.

- **Catalyst Sites**

  The City will consider public-private partnerships for the implementation of projects that will assist in demonstrating the specific plan vision and attracting desirable land uses. Potential catalyst sites would be expected to spur growth on other specific plan parcels when they are developed with key plan elements. These sites will require a collaborative effort between the City and individual property owners for implementation to take place. Development Agreements can be used on a case-by-case basis to negotiate concept plan elements and property owner incentives.

- **Park Dedication**

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

  The Plan Area Public Space realm is envisioned as a combination of public and semipublic spaces and facilities; however, not all spaces will qualify to satisfy the Parkland Dedication requirements. Public Spaces, as a parkland classification, applies only to publicly owned spaces as defined in the General Plan (not street and sidewalk improvements) and are subject to additional Parkland Dedication considerations. General Plan Policy 6.5-I-19, in addition to promoting Public Spaces, contains policy direction stating that the City may allow partial or full Parkland Dedication for these public spaces. The decision to accept Public Spaces (publically owned) as meeting part or all of the Parkland Dedication requirement for a residential project is at the discretion of the City when deemed to be critical for the implementation of the Park and Public Spaces component of the Specific Plan.

  Partial Parkland Dedication fee credits may be also be considered for improvement of semipublic Park and Public Spaces that function as public spaces and fulfill a role in meeting the active and passive recreation needs of the community. The primary difference is that Semipublic Park and Public Space amenities will be privately owned and maintained by the property owner(s) or an established benefit or landscape district. The decision to allow partial Parkland Dedication fee credits for these types of spaces is also solely at the discretion of the City when deemed to be critical for the implementation of the Park and Public Spaces component of the Specific Plan.

  In the event this option is deemed appropriate and pursued, the granting of a partial Parkland Dedication fee credit for Semipublic Park and Public Spaces shall be subject to an improvement agreement, development agreement or similar instrument outlining the terms of use, ongoing maintenance responsibilities and public access as determined by the City. Parkland Dedication fee credits shall not be used to satisfy requirements for street and right-of-way improvements consistent with typical development practices and right-of-way dedication requirements.

- **Tax Sharing Agreement**

  A number of properties within the Specific Plan Area are subject to a tax sharing agreement that relates back to the annexation of the property form Contra Costa County to the City. The City shall consider, and where appropriate, negotiate amendments or secondary tax sharing agreement with the County such that the incremental increase in tax revenues associated with new development can be kept local to help support local services.

- **Fee Credits**

  Cities typically collect a series of development impact fees in relation to new construction. Current fees in San Ramon include child care fees, park fees, transportation mitigation fees, and drainage mitigation fees. In exchange for providing benefits that mitigate impacts, credit toward fees could be allowed solely at the City's discretion.

In addition to incentives, additional funding will be needed to finance several Specific Plan elements. Examples of potential public financing mechanisms that may be considered are as follows:

- **Parking Benefit District**

  Within a Parking Benefit District, parking spaces are charged an hourly rate, and funds collected can be used directly to finance improvements such as sidewalks, landscaping, and other amenities. In addition, parking benefit districts can serve to address traffic congestion and parking constraints, as parking charges can set at a rate designed to keep an appropriate proportion of spaces vacant. The Parking Benefit District would allow property owners the option to pay an in-lieu fee for a portion of their required parking requirements instead of providing parking spaces within their proposed project. In-lieu fees can be used to assist in the funding of the public parking structure. Additionally, by providing a centrally located public parking resource, adequate parking can be provided in a more efficient manner, and used to encourage park-once shopping.

- **Community Facilities District/Mello Roos**

  A Mello Roos Community Facilities District (CFD) allows local governments to levy special taxes for designated community improvements, including infrastructure and capital facilities. Bonds may be issued secured by the proceeds of the CFD, facilitating project financing. To apply a Mello Roos tax, the area's voters, or affected landowners if fewer than 12 voters are present, must consent to being taxed. Community Facilities Districts are also often used to fund annual maintenance obligations for public improvements.

- **Landscaping and Lighting District**

  A Landscaping and Lighting District authorizes assessments within a special district to install, construct, and maintain lighting, landscaping, park and recreational facilities, including graffiti removal. The special district assessment finances notes or bonds. A majority of affected property owners must vote in favor of district formation.

- **Existing City Development Impact Fees**

  The City of San Ramon collects several fees on new development to fund improvements required to mitigate its impacts. Transportation mitigation fees include a city-wide fee, two

Southern Contra Costa (SCC) Fees, and a Tri-Valley fee, the latter two of which are imposed in conjunction with other local jurisdictions. Fees are used to fund roadway improvements listed in the City's Capital Improvement Program, in the SCC fee area development program report, and in the Tri-Valley joint exercise of powers agreement, respectively. To the extent that specific plan area roadways overlap with those that are deemed impacted for purposes of fee collection, these could benefit from the transportation impact fees.

In addition to transportation impact fees, a parkland dedication or in-lieu fee is imposed as a condition for subdivision approval. If a new development in the specific plan area requires a subdivision map, this exaction could be used to provide parks or recreational activities. Other development impact fees include a child care fee, beautification/cultural activities fee, and drainage mitigation fee. San Ramon impact fees are summarized in Table AB.4 Appendix B. As shown, the estimated amount of funding that might be collected based on existing City fees is approximately $42 million.

Table 11.1 illustrates the potential application of these funding sources to the necessary specific plan area improvements.

Table 11.1: Implementation Plan Funding Mechanisms

	Retail Development Incentive	Public Parking/ Garage	Parks/ Open Spaces	Roadway Improvements	Transit Center	Parcel Consolidation
Density Pool	X	X	X	X		X
City Impact Fees			X	X		
Community Facilities District (Construct and Maintain)		X	X	X		
Landscaping/ Lighting District (Maintain)			X			
In-lieu Parking Fee		X				
Parking Benefit District		X		X		
State and Federal Programs		X		X	X	

Grants and financing programs may also be available to fund certain components of the specific plan implementation:

- **Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users**

  This is a Federal program providing funding to transportation projects. The goal of SAFETEA-LU is to address challenges in the areas of safety, efficiency, congestion, intermodal connectivity and protecting the environment. The program was extended through the end of 2010, and if extended further could be a source of transportation moneys.

- **State Transportation Improvement Program**

  STIP is a capital improvement program for transportation projects on and off the State highway system. The program uses State transportation funds as well as federal funds apportioned to the State for transportation purposes. Local agencies work through their regional transportation agency to nominate projects for inclusion in the STIP. The California Transportation Commission (CTC) approves projects to be funded.

- **Infrastructure State Revolving Fund**

  ISRF provides low cost financing from the California Infrastructure and Economic Development Bank (IBANK) to public agencies for a wide variety of infrastructure projects with loan terms of up to 30 years to be repaid with local tax revenues. Eligible projects include city streets, public spaces and recreational features, and public transit.

- **Statewide Community Infrastructure Program**

  SCIP is a financing program that enables developers to pay most impact fees and finance public improvements via tax-exempt bond issuance proceeds. The program can be used to directly prepay impact fees or, alternatively, to reimburse the developer after fee payment.

- **ABAG FOCUS Program**

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

  Through FOCUS, regional agencies have been developing programs for technical assistance, planning grants, and capital infrastructure funding to support Priority Development Areas. The North Camino Ramon Specific Plan Area has been designated as a Preliminary Priority Development Area.

- **Infrastructure Funding Legislation (SB 214)**

  In addition to the tools discussed above, there has been increased interest in infrastructure financing districts at the State level to potentially aid in the implementation of the Sustainable Communities Strategy (SB 375). The City continues to monitor this legislation and will consider the appropriateness of such districts based on project specific conditions if and when this or subsequent legislation is approved.

PHASING

Implementation phasing will occur over an extended time frame, and will proceed as economic and market conditions improve and encourage the mixed use development patterns set forth in this specific plan. Flexibility will be needed to allow the City the ability to respond and encourage private sector initiatives to implement the plan vision, and to encourage change through timely advanced planning and capital improvements.

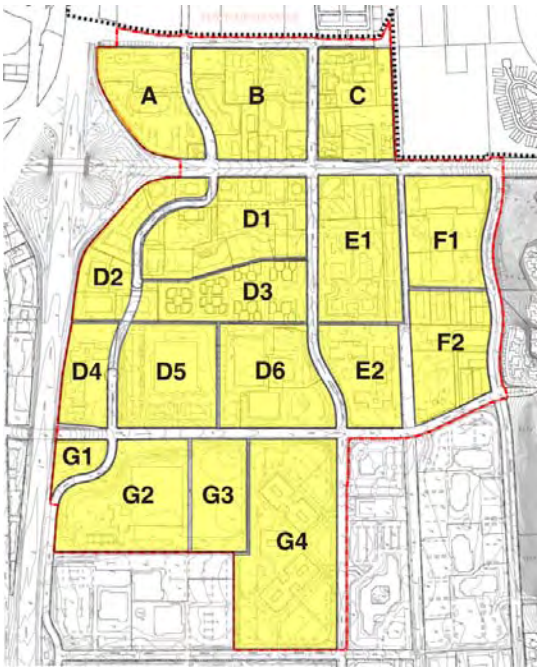

Figure 11.2: Specific Plan Subareas.

Initial phasing steps are anticipated to include the following:

- **Crow Canyon Place Extension**

  Attention will be given to the early implementation of a roadway connecting the existing Crow Canyon Place in the northern portion of the Central "D" Blocks to the existing Annabel Lane in the southern portion.

- **Parking Management Plan**

  The City will work with property owners to develop a comprehensive plan for a shared public parking resource in Central "D" Blocks D. The plan will also include plans for on-street parking and an in-lieu fee structure to allow lower development project on-site parking costs.

- **Public Parking Resource Implementation**

  The City will work with property owners within Development Area D3 to develop those properties over time. Use of the land area for interim surface parking is anticipated with the parking structure proceeding at a time when the level of parking needs justify its construction. Planning studies will include the evaluation of ground floor use to add to the vitality of the specific plan area and assist in off-setting a portion of the garage construction and/or operating costs.

- **Development Area G3**

  The vacant portion of the current Toyota parcel offers a special opportunity to provide a catalyst project that demonstrates significant elements of the specific plan vision including transit integration, mixed use development, and a node of commercial activity serving the large employee pool within Bishop Ranch.

- **Development Area C**

  The current 4.4 acre San Ramon Valley Unified School District parcels fronting on Crow Canyon Road are underutilized, and offer a unique opportunity for the City to work with the SRVUSD to attract new commercial uses in support of the specific plan vision.

IMPLEMENTATION ACTION PLAN

Implementation of the North Camino Ramon Specific Plan will include a combination of public and private sector actions and funding. The implementation actions are organized into the categories below.

1. IDENTIFYING NEEDED PUBLIC IMPROVEMENTS AND FUNDING SOURCES.

Action Step 1.1: Refine street and location, design, and cost estimates.

Action Step 1.2: Prepare a Streetscape Design Master Plan for the specific plan area.

Action Step 1.3: Establish a funding mechanism for streetscape improvements.

Action Step 1.4: Identify public improvements that require funding beyond readily identifiable sources (e.g., development approvals, impact fees, and other normal sources), and establish a phasing plan and funding mechanism for their implementation.

Action Step 1.5: Work with property owners in the planning area to develop a shared parking program and funding mechanism.

Action Step 1.6: Work with the Contra Costa County Transit Authority to plan for the relocation of the existing Transit Center, and changes in service routes.

2. WORKING WITH PROPERTY OWNERS ON NEW DEVELOPMENT PROPOSALS.

Action Step 2.1: Refine the Density Pool Program.

Action Step 2.2: Utilize development agreements for larger development projects to secure a wider range of public improvements, and to clearly define funding and improvement responsibilities.

Action Step 2.3: Investigate the potential and support for a Community Facilities District and/or Landscaping and Lighting District for all or portions of the specific plan area.

3. PROVIDING INCENTIVES THROUGH PUBLIC/PRIVATE PARTNERSHIPS TO ACHIEVE PLAN OBJECTIVES.

Action Step 3.1: Consider targeted subsidies for development projects with strong potential as catalyst projects to stimulate additional new development.

Action Step 3.2: Establish a Retail Attraction Program to market the area to retailers and retail brokers, and consider the use of incentives to attract quality retail, restaurant, and entertainment uses to the Specific Plan area.

Action Step 3.3: Establish an expedited development review process for proposed developments that implement the vision of this Specific Plan.

APPENDIX A

APPENDIX A: GOALS AND POLICIES SUMMARY

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GOALS AND POLICIES SUMMARY

Chapter 3

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

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

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

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

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

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

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

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

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

landscape linkages to existing and anticipated surrounding development.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Chapter 4

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Chapter 5

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Chapter 8

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Chapter 9

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Chapter 10

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX B

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COST AND REVENUE ESTIMATES

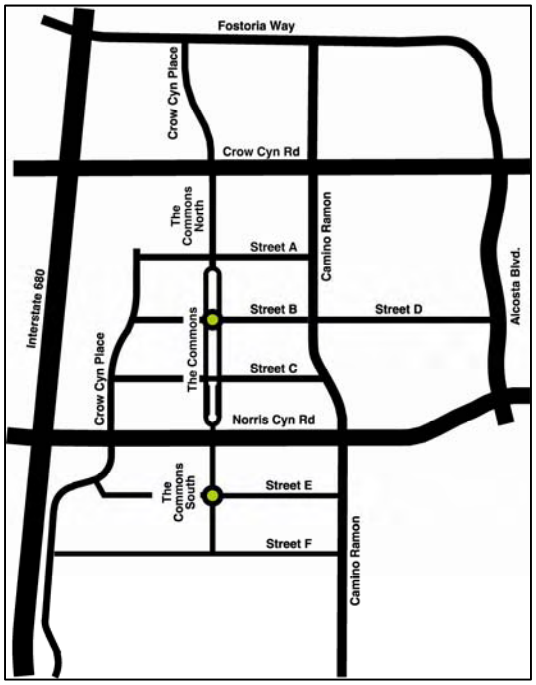
STREETS AND UTILITIES COST

The streets identified in Table AB.1 below are the primary streets requiring a public/private partnership funding mechanism.

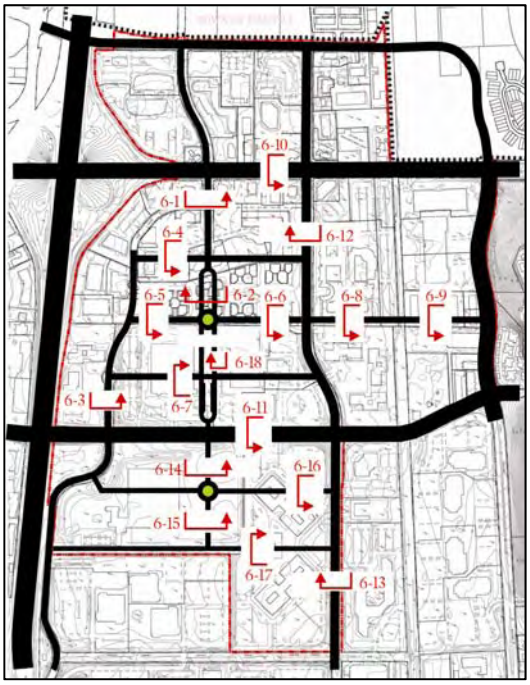
Table AB.1: Primary Street and Utility Infrastructure Costs
(Assumed to be funded by a combination of public sources and private development project funding)
(All other roadway and utility costs are assumed to be wholly funded as part of private projects.)

STREET *See Figure 4.3*	STREET KEY *See Figure 4.4*	LAND VALUE (b) *Including Structures*	ROADWAY COST (a)	UTILITY COST	TOTAL IMPROVEMENT COST	TOTAL COST Including Land
The Commons North	4-1	$1,000,000	$1,125,000	$240,000	$1,365,000	$2,365,000
The Commons	4-2	$11,000,000	$3,250,000	$225,000	$3,475,000	$14,475,000
Crow Canyon Place	4-3	$8,200,000	$2,730,000	$135,000	$2,865,000	$11,065,000
Street A (west)	4.4	$1,250,000	$820,000	$205,000	$1,025,000	$2,275,000
Street B (west)	4-5	$900,000	$620,000	$95,000	$715,000	$1,615,000
Street B (east)	4-6	$5,950,000	$1,200,000	$100,000	$1,300,000	$7,250,000
TOTALS		**$28,300,000**	**$9,745,000**	**$1,000,000**	**$10,745,000**	**$39,045,000**

(a) Includes sidewalk, landscaping and park spaces shown within the rights-of-way in Chapter 4.
(b) Excludes land and buildings owned by the City.



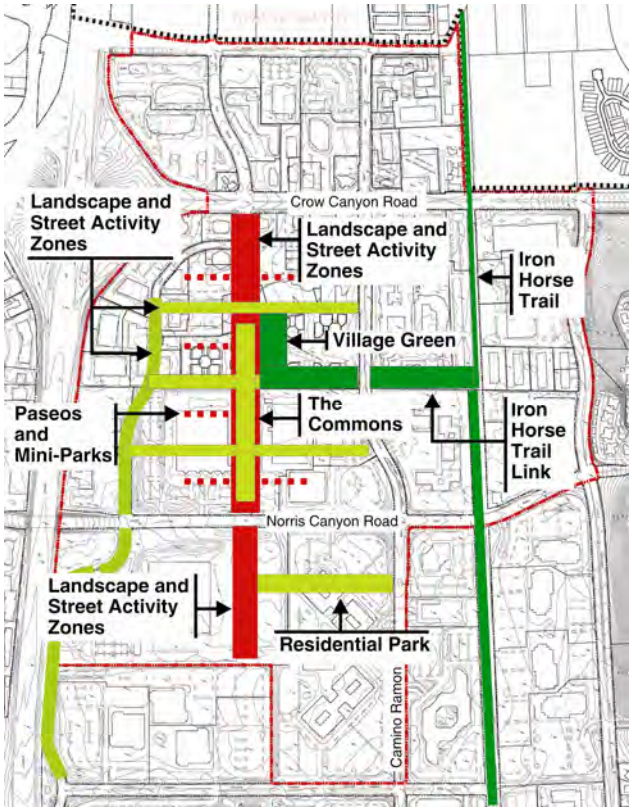
Street Names Key.



Street Sections Key.

PARKS AND PUBLIC SPACES COST

The parks and public spaces identified in Table AB.2 below are the primary spaces requiring a public/private partnership funding mechanism.



Public Spaces Framework Key.

Table AB.2: Public Spaces Costs	
OPEN SPACE *See Figure 4.2*	**COST AND RESPONSIBILITY**
The Commons	**Included in street improvements in Table AB.1 above.**
Iron Horse Trail Link	**Included in street improvements in Table AB.1 above.**
Village Green	**$4,000,000**
Landscape and Street Activity Zones	**Included in street improvements in Table AB.1 above.**
Active/Passive Open Space	**Responsibility of Development Area G4 developer (see Figure 3.2)**
Paseos and Mini-Parks	**Planning and implementation responsibility of individual property owners.**

PUBLIC PARKING RESOURCE COST

The estimated cost of the parking garage located within central Block D is shown in Table AB.3 below. As noted, the intent is to incorporate ground floor space in the future parking garage to enliven The Commons and the Village Green. Lease revenues from that space may be used to offset construction and/or operating costs of the garage.

Table AB.3: Public Parking Costs		
COST ITEM	**COST**	
Land and Improvements Acquisition	$6,000,000	
Public Parking Structure	$40,000,000	
TOTAL	**$46,000,000**	(a) (b)
	(a) Based on 2000 car garage @ $20,000 per space.	
	(b) Costs may be partially off-set by lease revenue from planned ground floor commercial space.	

POTENTIAL REVENUE SOURCES

Potential sources of revenue include the following:

Table AB.4: Existing City Impact Fee Collection Potential	
Transportation Mitigation	$7,500,000
Park Dedication In-Lieu Fee (Residential Subdivision)	$31,360,000
Drainage Mitigation	$220,000
Child Care	$1,300,000
Beautification/Cultural Activities	$1,570,000
Estimated Maximum Collectible Existing Fees	**$41,950,000**

Table AB.5: Special District Funding Potential
(Potentials by area for each 0.10% assessment based on future development value) (c)

Special District Location	Blocks	Est. New Develop. (a) (sq. ft.)	Est. New Develop. (a) (units)	Est. Total Develop. (Comm.) (a) (sq. ft.)	Est. Total Develop. (Resid.) (a) (units)	Estimated Value for Assessment (b)	Annual Assessment Revenue at 0.10%	Net Potential 30 Year Bonding Capacity
North of Crow Cyn. Rd.	**A/B/C**	605,000	0	710,000	0	$213,000,000	$213,000	$2,490,000
Central Block	**D**	1,390,000	250	1,925,000	250	$640,000,000	$640,000	$7,500,000
East of Camino Ramon	**E/F**	950,000	790	1,040,000	790	$509,500,000	$509,500	$5,960,000
South of Norris Cyn. Rd.	**G**	1,380,000	460	1,395,000	460	$533,500,000	$533,500	$6,240,000
TOTAL		**4,325,000**	**1,500**	**5,070,000**	**1,500**	**$1,896,000,000**	**$1,896,000**	**$22,190,000** (c)

(a) Estimated net new commercial building area and dwelling units. Actual development may vary in quantity and location.

(b) Value based on $300 per sq. ft. for commercial and $250,000 per unit.

(c) Bonding capacity based on 0.10% of future development value. Some Special District funding rates have been in excess of 0.30%.

APPENDIX C

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MARKET OVERVIEW

Foundation for Future Growth

The specific plan area will benefit from the following foundations for future growth, which will create development opportunities:

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

DEMOGRAPHICS

Existing Conditions

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

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

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

Market Opportunities and Constraints

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

Employment growth in San Ramon will allow the City's economic base to expand in tandem with its population. Growth accommodated under the General Plan 2030 is expected to consist of an employment mix that continues the City's strong "office park" character, while accommodating slightly higher proportions of population-serving jobs (in retail, services, and other economic sectors) than the previous General Plan 2020. Employment is projected by the City to increase to approximately 58,769 jobs by 2030 (an increase of nearly 47 percent from 2008). Of the additional 18,657 jobs in San Ramon, the majority of the job growth will be in the retail and service sectors as well as industries such as information and public administration.

RETAIL

Existing Conditions

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

Market Opportunities and Constraints

In a recent San Ramon Retail analysis, local demand was estimated for up to 1 million square feet of regional-serving retail in San Ramon.

Region-serving, fashion-oriented retail demand, including demand for retailers focusing on the life style concept, will be met by the planned City Center that includes up to 635,000 square feet of retail space. The intended merchandising concept of the development is to have an emphasis on fashion oriented, high end department stores and specialty retailers supported by food and entertainment uses. The Stanford Shopping Center in Palo Alto and Broadway Plaza Shopping Center in Walnut Creek would be examples of similar developments in terms of tenant mix.

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

Restaurant concentration, such as a restaurant row, is another opportunity that might be implemented as part of a larger project. There are over 40,000 employees working in San Ramon who would support restaurants during the weekday. The resident population would provide additional support on nights and weekends. A 2009 Retail Analysis prepared for the City projected demand for between 69,000 square feet to 139,000 square feet of space for food establishments. Although this demand

will be met, in part, by the planned City Center project, there should be opportunities for additional food establishments that serve both the major employment base in San Ramon and the potential significant new residential growth within the specific plan area.

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

Neighborhood serving retail as part of possible infill residential development is another opportunity. Potential new housing units in the specific plan area could support this type of store. Neighborhood serving retail typically has a street emphasis and tends to be more focused on neighborhood services, food establishments, and groceries.

RESIDENTIAL

Existing Conditions

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

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

Market Opportunities and Constraints

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

Given City goals for higher-density development in the specific plan area, an appropriate residential product is apartments, likely in wood-frame on podium configurations. At similar Floor Area Ratios, this translates to about 40-50 condominium units per acre. While the market for higher density for-sale housing may not exist for several years, this is something that could be contemplated for the specific plan area at a later date. Some of San Ramon's expected new housing demand will be filled by the 487 condominiums planned as part of the City Center development.

OFFICE

Existing Conditions

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

Market Opportunities and Constraints

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

Based on ABAG employment projections, it is estimated that over the next 10 years, there will be demand for another 1.6 million square feet of office space in San Ramon. In the current economic climate, this timeline will likely be extended. Office product in the specific plan area area is expected to consist of higher density development with structured parking. Sunset Development is planning to build up to 680,000 gross square feet of Class A space at Bishop Ranch in the mid-term (phase one is a 230,000 square foot tower), which will limit such opportunities in the specific plan area. After the Bishop Ranch space has been added, major office development could occur in the specific plan area. Until then, office development is expected to be limited to small scale infill space in mixed use developments.

HOTEL

Existing Conditions

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

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

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

Market Opportunities and Constraints

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

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APPENDIX D

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Commercial, Office and Industrial Zones

TABLE 2-8
Allowed Land Uses and Permit Requirements for Commercial, Office & Industrial Zones

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

LAND USE (1)	PERMIT REQUIRED BY ZONE							Specific Use Regulations
	OA	OL	CC	CT	CS	CR	MW	
INDUSTRY, MANUFACTURING & PROCESSING, WHOLESALING								
Construction contractor base - Indoor	—	—	MUP	—	P	—	MUP	
Construction contractor base - Outdoor stora	—	—	—	—	MUP	—	MUP	
Industry, custom	—	—	MUP	—	UP	—	P	
Industry, general	—	—	—	—	—	—	P	
Industry, limited	—	—	—	—	UP	—	P	
Industry, limited, small-scale	—	—	—	—	MUP	—	P	
Media production	MUP	MUP	MUP	—	—	—	UP	
Recycling facility	—	—	S	S	S	S	S	D4-37
Research and development	MUP	MUP	—	—	P	—	P	
Laboratory, non-medical	MUP	MUP	—	—	P	—	P	
Storage - Outdoor	—	—	MUP	MUP	MUP	—	MUP	D4-35
Storage - Personal storage facility (mini-stora	—	—	—	—	UP	—	UP	
Storage - Warehouse, indoor storage, limited	—	—	—	—	P	—	P	
Wholesaling and distribution	—	—	—	—	MUP	—	P	
Wholesaling and distribution - Small scale	—	—	—	—	P	—	P	
RECREATION, EDUCATION & PUBLIC ASSEMBLY USES								
Adult business	—	—	UP	—	—	—	—	D4-I
Commercial recreation facility - Indoor	—	UP	UP	MUP	MUP	P	MUP	D4-30
Commercial recreation facility - Outdoor	—	—	—	—	—	UP	UP	D4-30
Conference/convention facility	UP	UP	UP	UP	—	UP	—	
Equestrian facility	—	—	—	—	—	MUP	—	
Fitness/Health facility	UP	—	UP	UP	MUP(2)	UP	—	
Golf course	—	—	—	—	—	UP	—	
Library, museum, art gallery	UP	P	UP	—	—	UP	—	
Meeting facility, public or private	MUP	MUP	UP	UP	UP	—	—	
Park and recreation facility - Site of 2 acres o	P	—	P	—	—	P	P	
School - Public or private	UP	UP	UP	—	—	—	—	
School - Specialized education or training	UP	—	UP	UP	UP	MUP	—	
Sports and entertainment assembly facility	—	—	—	UP	—	UP	—	
Studio - Art, dance, martial arts, music, etc. (g	MUP	MUP	MUP(3)	MUP	MUP	MUP	MUP	
Studio - Art, dance, martial arts, music, etc. (u	MUP	MUP	P	MUP	MUP	MUP	MUP	
Theater, movies or performing arts	UP	—	UP	UP	—	UP	—	

Key to Zone Symbols

OA	Administrativ	**CS**	Service Commercial
OL	Limited Office	**CR**	Commercial Recreation
CC	Community C	**MW**	Manufacturing/Warehousing
CT	Thoroughfare Commercial		

Notes:

(1) See Division D8 for land use definitions.

(2) Use allowed only on second or upper floors with a Minor Use Permit.

(3) Use allowed with a Minor Use Permit/Zoning Clearance, as stated above, on ground floor if non-retail uses occupy 25% or less of the gross ground floor area. Non-retail uses exceeding 25% gross ground floor area may be authorized by a Minor Use Permit.

TABLE 2-8
Allowed Land Uses and Permit Requirements for Commercial, Office & Industrial Zones

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

LAND USE (1)	PERMIT REQUIRED BY ZONE							Specific Use Regulations
	OA	OL	CC	CT	CS	CR	MW	
RESIDENTIAL USES								
Emergency shelter	MUP	MUP	MUP	MUP	MUP	MUP	MUP	
Homeless shelter	UP	UP	UP	UP	UP	UP	UP	
Live/work unit	—	—	—	UP	UP	—	—	
Residential care, 7 or more clients	—	—	UP	—	—	—	—	
Transitional housing	UP	UP	UP	UP	UP	UP	UP	
RETAIL TRADE								
Accessory retail and services	P	P	P	P	P	P	P	
Auto and vehicle sales and rental	—	—	MUP	MUP	MUP	—	MUP	
Building/landscape materials sales - Indoor	—	—	MUP	—	P	—	P	
Building/landscape materials sales - Outdoor	—	—	MUP	—	MUP	—	MUP	
Construction and heavy equipment sales and	—	—	—	—	—	—	UP	
Convenience store	—	—	MUP	MUP	—	—	—	
Drive-through retail	—	—	MUP	MUP	—	—	—	
Eating and drinking establishments	ZC(4)	ZC(4)	P	P	ZC(2)	—	MUP(3)	
With wine and beer	ZC(4)	ZC(4)	P	P	MUP	—	—	
With full alcoholic beverage s	MUP(4)	MUP(4)	MUP	MUP	—	—	—	
With take-out service	MUP(4)	MUP(4)	P	P	ZC(2)	MUP	MUP	D4-38
With drive-through service	—	—	MUP	MUP	—	—	—	
With live entertainment	MUP(4)	MUP(4)	MUP	MUP	—	—	—	D4-34
With up to 12 outdoor seats o	ZC(4)	ZC(4)	P	P	P	—	—	
With 13 or more outdoor seat	MUP(4)	MUP(4)	MUP	MUP	MUP	—	—	
Farm supply and feed store	—	—	—	—	UP	—	UP	
Food and beverage sales - Chain grocery	—	—	MUP	MUP	MUP	—	—	
Food and beverage sales - Specialty food stor	—	—	P	P	P	—	—	
Fuel dealer (propane for home and farm use,	—	—	MUP	MUP	MUP	—	MUP	
Furniture, furnishings, and appliance store	—	—	P	P	—	—	—	
Mobile home, boat, or RV sales	—	—	MUP	UP	P	—	UP	
Outdoor retail sales and activities	—	—	MUP	—	—	MUP	—	D4-35

Key to Zone Symbols

OA	Administrativ	**CS**	Service Commercial
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CC	Community C	**MW**	Manufacturing/Warehousing
CT	Thoroughfare Commercial		

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

TABLE 2-8 Allowed Land Uses and Permit Requirements for Commercial, Office & Industrial Zones	P MUP UP S ZC —	Permitted Use, Zoning Clearance may be required prior to operation Minor Use Permit required Use Permit required Permit requirement set by Specific Use Regulations Zoning Clearance required Use not allowed							
	PERMIT REQUIRED BY ZONE								Specific Use
LAND USE (1)	OA	OL	CC	CT	CS	CR	MW		Regulations
RETAIL TRADE - Cont.									
Pharmacy, medical supplies	MUP	MUP	P	P	—	—	—		
Plant nursery	—	—	MUP	—	MUP	—	—		
Retail, general - 50,000 sf or less floor area	—	—	P	P	—	—	—		
Retail, general - over 50,000 sf of floor area	—	—	UP	UP	UP	—	—		
Second hand store	—	—	P	—	—	—	—		
Vendor	MUP	MUP	MUP	MUP	MUP	MUP	MUP		D4-35
SERVICES - BUSINESS, FINANCIAL, PROFESSIONAL									
ATM	P	P	P	P	P	P	P		
Bank, financial services	MUP	MUP	P	P	—	—	—		
Business support service	P	MUP	P	—	MUP	—	—		
Medical services - Clinic, lab., urgent care (gr	MUP	MUP	MUP(3)	MUP	MUP	—	—		
Medical services - Clinic, lab., urgent care (up	MUP	MUP	MUP	MUP	MUP	—	—		
Medical services - Doctor office (ground floor	P	P	MUP(3)	—	—	—	—		
Medical services - Doctor office (upper floors	P	P	P	—	—	—	—		
Medical services - Extended care	UP	UP	—	—	—	—	—		
Office - Accessory	P(4)	P(4)	P(4)	P(4)	P(4)	P(4)	P(4)		
Office - Business/service (ground floor)	P	P	ZC(3)	ZC(3)	MUP(2)	—	—		
Office - Business/service (upper floors)	P	P	P	P	MUP(2)	—	—		
Office - Government (ground floor)	P	P	ZC(3)	ZC(3)	MUP(2)	—	—		
Office - Government (upper floors)	P	P	P	P	MUP(2)	—	—		
Office - Processing (ground floor)	MUP	MUP	MUP(3)	MUP(3)	MUP(2)	—	MUP		
Office - Processing (upper floors)	MUP	MUP	MUP	MUP	MUP(2)	—	MUP		
Office - Professional/administrative (ground	P	P	ZC(3)	ZC(3)	MUP(2)	—	—		
Office - Professional/administrative (upper fl	P	P	P	P	MUP(2)	—	—		

Key to Zone Symbols

OA	Administrativ	**CS**	Service Commercial
OL	Limited Office	**CR**	Commercial Recreation
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Notes:

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(2) Use allowed only on second or upper floors with a Minor Use Permit.

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—	Use not allowed

LAND USE (1)	PERMIT REQUIRED BY ZONE							Specific Use Regulations
	OA	OL	CC	CT	CS	CR	MW	
SERVICES - GENERAL								
Adult day care	UP	UP	UP	—	UP	—	—	
Animal services - Boarding/training	—	MUP	MUP	—	MUP	—	—	
Animal services - Grooming	—	MUP	P	—	P	—	—	
Animal services - Veterinary clinic, animal ho	—	MUP	MUP	—	MUP	—	MUP	
Catering service	MUP	MUP	P	—	P	—	P	
Child day care center	MUP	MUP	MUP	MUP	MUP	—	—	
Child day care center - Accessory to on-site e	MUP	MUP	MUP	MUP	MUP	—	MUP	
Drive-through service	MUP	MUP	MUP	MUP	—	—	—	
Equipment rental - Indoor only	—	—	P	—	P	—	—	
Equipment rental - With outdoor storage	—	—	MUP	—	MUP	—	—	
Laundry, dry cleaning plant	—	—	MUP	MUP	MUP	—	MUP	
Lodging - Bed & breakfast inn (B&B)	—	—	UP	UP	—	—	—	
Lodging - Hotel or motel	—	—	UP	UP	—	—	—	
Maintenance and repair service	—	—	—	—	MUP	—	P	
Maintenance and repair service - No outdoor	—	—	P	—	P	—	P	
Maintenance and service facility	—	—	—	—	P	—	P	
Mortuary, funeral home - Full service	—	—	UP	—	UP	—	—	
Mortuary, funeral home - Partial service	—	—	MUP	—	MUP	—	—	
Personal services	MUP	MUP	P	P	P	—	—	
Personal services - Restricted	—	—	MUP	MUP	MUP	—	—	
Public safety facility	P	P	P	P	P	P	P	
Printing and publishing	—	—	—	—	UP	—	UP	
Repair Service - Equipment, large appliances	—	—	—	—	P	—	P	
Vehicle services - Major repair/body work	—	—	—	—	P	—	P	
Vehicle services - Minor maintenance/repair	—	—	MUP	MUP	P	—	P	
Vehicle services - Service station	—	—	MUP	MUP	MUP	—	MUP	D4-40
Vehicle services - Towing and storage	—	—	—	—	MUP	—	MUP	
Vehicle services - Washing, attended	—	—	MUP	MUP	P	—	—	D4-40
Vehicle services - Washing, unattended	—	—	MUP	MUP	MUP	—	—	D4-40

Key to Zone Symbols

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Notes:
(1) See Division D8 for land use definitions.

TABLE 2-8
Allowed Land Uses and Permit Requirements for Commercial, Office & Industrial Zones

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S	Permit requirement set by Specific Use Regulations
ZC	Zoning Clearance required
—	Use not allowed

LAND USE (1)	PERMIT REQUIRED BY ZONE							Specific Use Regulations
	OA	OL	CC	CT	CS	CR	MW	
TRANSPORTATION, COMMUNICATIONS & INFRASTRUCTURE								
Broadcasting studio	MUP	MUP	P	—	P	—	P	
Cogeneration facilities	UP	UP	UP	UP	UP	UP	UP	
Heliport	UP	—	—	—	—	—	UP	D4-32
Parking facility, public or commercial	MUP	MUP	MUP	MUP	MUP	—	—	
Solid waste transfer station	—	—	—	—	—	—	UP	
Transit station	UP	—	—	—	—	—	—	
Transportation service dispatch facility	—	—	—	—	MUP	—	MUP	
Utility facility	UP	UP	UP	UP	UP	UP	UP	
Utility infrastructure	P	P	P	P	P	P	P	
Wireless telecommunications facility	S	S	S	S	S	S	S	D4-IV

Key to Zone Symbols

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Notes:
(1) See Division D8 for land use definitions.

ZONING TEXT AMENDMENT UPDATE (TA 10-410-001). FUTURE REVISIONS WILL BE INCORPORATED PRIOR TO ADOPTION

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APPENDIX E

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D2-14 - Mixed Use Zone General Development Standards

Subdivisions, new land uses and structures, and alterations to existing land uses and structures, shall be designed, constructed, and/or established in compliance with the requirements in Table 2-7, in addition to the applicable development standards (e.g., landscaping, parking and loading, etc.) in Division D3 of this Zoning Ordinance.

TABLE 2-7 - MU AND CCMU DEVELOPMENT STANDARDS

Development Feature	Requirement by Zone	
	MU	**CCMU**
Minimum lot size	*Minimum area and width for parcels proposed in new subdivisions.*	
Area (net)	10,000 sf	Determined through subdivision process
Width	80 ft	
Depth	Determined through subdivision process	
Residential density	*Minimum site area per dwelling unit. The actual number of units allowed will be determined through subdivision or land use permit approval.*	
Maximum density	Determined by General Plan	

TABLE 2-7 - MU AND CCMU DEVELOPMENT STANDARDS

Development Feature	Requirement by Zone	
	MU	**CCMU**
Setbacks	*Minimum setbacks required. See Section D3-10 for exceptions, and allowed projections into setbacks.*	
Front	15 ft	Determined through project review and approval
Side - Interior (each)	None	
Side - Corner	10 ft	
Rear	None	
	Except that a 25-foot wide side and/or rear yard shall be required abutting a residential zone, and where a lot abuts the Interstate 680 right-of-way; and structures shall not intercept the daylight plane required by Section D2-15.	
Accessory structures	See Section D4-26 (Accessory Structures)	

TABLE 2-7 - MU AND CCMU DEVELOPMENT STANDARDS

Development Feature	Requirement by Zone	
	MU	**CCMU**
Lot coverage, FAR	*Maximum percentage of total lot area that may be covered by structures, and maximum floor area ratio (FAR).*	
Lot coverage	N.A.	N.A.
FAR	Maximum 0.70 FAR. Additional FAR up to 1.00 may be permitted with Use Permit approval for a project that provides more than the required 25% of total units as workforce housing	Maximum 0.70 FAR. Additional FAR up to 1.35 may be permitted if project incorporates workforce housing and significant public benefits/amenities

Height limit	*Maximum allowable height of structures. See Section D3-6 (Height Limits and Exceptions) for height measurement requirements, and height limit exceptions.*	
Maximum height	60 ft and Daylight Plane Requirements (D2-15.A)	None, except as limited by Daylight Plane Requirements (D2-15.A)

Landscaping	See Chapter D3-II (Landscape Design Standards)
Parking	See Chapter D3-III (Parking and Loading)
Signs	See Chapter D3-IV (Signs)

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List of Acronyms

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List of Acronyms

ABAG: Association of Bay Area Governments

ACE: Altamont Commuter Express

BAAQMD: Bay Area Air Quality Management District

BART: Bay Area Rapid Transit

BMP: Best Management Practice

BRMU: Bishop Ranch Mixed Use

CAP: Climate Action Plan

CCCTA: Central Contra Costa Transit Authority

CCCSD: Central Contra Costa Sanitary District

CFD: Community Facilities District (Mello Roos)

CIR: Circulation (policy standards and goals)

CMU: Commercial Mixed Use

CS: Service Commercial

CTC: California Transportation Commission

DERWA: Dublin San Ramon Services District and East Bay Municipal Utilities District Recycled Water Authority

DRMU: Destination Retail Mixed Use

DSRSD: Dublin San Ramon Services District

EBMUD: East Bay Municipal Utility District

EBRPD: East Bay Regional Parks District

EDAC: Economic Development Advisory Committee

EIR: Environmental Impact Report (CEQA)

FAR: Floor Area Ratio

GHG: Greenhouse Gas

HOV: High Occupancy Vehicle

IBANK: California Infrastructure and Economic Development Bank

IHT: Iron Horse Trail

ISRF: Infrastructure State Revolving Fund

LEED: Leadership in Energy and Environmental Design

LID: Low Impact Development

LOS: Level of Service

MMU: Multifamily Mixed Use

MWELO: Model Water Efficient Landscape Ordinance

NCRSP: North Camino Ramon Specific Plan

OMU: Office Mixed Use

PBC: Proposed Bicycle Circulation (policy standards and goals)

PDAs: Priority Development Areas

PF: Public Facilities (policy standards and goals)

PG&E: Pacific Gas & Electric

PRK: Parking (policy standards and goals)

PSP: Public Spaces (policy standards and goals)

SAFETEA-LU: Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users

SCC: Southern Contra Costa (fees)

SCIP: Statewide Community Infrastructure Program

SCS: Sustainable Communities Strategy

SQ. FT.: Square Feet

SRVFPD: San Ramon Valley Fire Protection District

SRVUSD: San Ramon Valley Unified School District

STIP: State Transportation Improvement Program

TCMU: The Commons Mixed Use

TDM: Transportation Demand Management

TMA: Transportation Management Association

TOT: Transient Occupancy Tax

TRAN: Transportation (policy standards and goals)

UTL: Utilities (policy standards and goals)

VOCs: Volatile Organic Compounds

VIS: Vision (chapter)

VMT: Vehicle Miles Traveled

WSA: Water Supply Assessment

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