



BISHOP RANCH | **CITY CENTER MIXED-USE MASTER PLAN**

Development Application Package

REVISED December 6, 2019

August 22, 2019

Debbie Chamberlain, Director/Zoning Administrator
Lauren Barr, Planning Manager
City of San Ramon Planning Department
2410 Crow Canyon Road
San Ramon, CA 94583

Dear Ms. Chamberlain and Mr. Barr:

On behalf of Sunset Development Company, I am pleased to submit this application for the City Center Mixed-Use Master Plan. To say we are excited by what it represents is an understatement. In addition to reflecting years of thoughtful planning and design, it presents a unique collaborative opportunity for our company, the City and residents to realize San Ramon's decades-long vision of a vibrant, beautiful, people-centric mixed-use neighborhood.

As California is facing an unprecedented housing crisis, these plans make clear that the City of San Ramon is committed to doing its part in addressing the issue. Just as important, they show how serious the City is about providing new workforce housing options that will enable firefighters, teachers and others to live near their jobs. In addition, this plan will allow for our city's children to have the option of one day living, working and raising families of their own where they grew up.

There is no location better suited than Bishop Ranch for the kinds of new residential neighborhoods proposed. They will be seamlessly integrated into the area's existing landscape framework. The plans reflect the principles of smart growth, replacing existing surface parking lots and empty lots with neighborhoods that complement and create positive relationships with Bishop Ranch's existing office buildings and City Center Bishop Ranch. They also propose a new connective parkway system, expanded pedestrian and bicycle trails, new linkages to Iron Horse Regional Trail, a public amphitheater, recreational and accessibility enhancements to Annabel Lake, and new shared transit centers.

Phased over 25 years, the plans will ultimately create a transit-oriented, people-centric mixed-use district that reduces traffic, encourages healthy lifestyles by emphasizing walkability and bicycling, and adds to San Ramon's outstanding quality of life.

For nearly half a century, Sunset Development Company has proudly served as a committed community partner and stakeholder in San Ramon. We believe the carefully considered plans in our application underscore that fact. Most important, they will ensure the City controls its own destiny and matures on its own terms.

Rightfully so, San Ramon is admired for its long history of measured master planning and strong leadership. All of us at Sunset Development Company look forward to working closely with the City and residents as together we honor and uphold that well-deserved legacy.

We look forward to answering any questions you may have following your review of our application.

Sincerely,

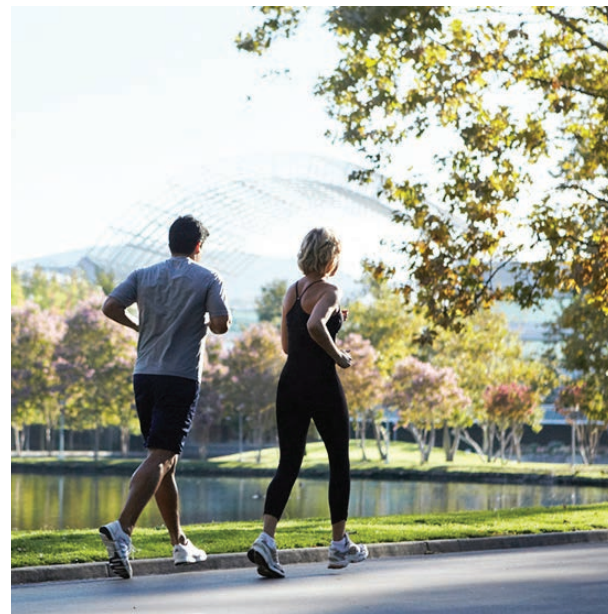


Alex Mehran Jr.
President & Chief Operating Officer





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BISHOP RANCH TODAY:

A vibrant workplace community

Many years before the concept of community master planning came into vogue, the Mehran family founded Sunset Development Company with a singular vision: to create an integrated network of communities comprising commerce, shopping, dining, recreation -- and housing -- that connects families, friends, coworkers and visitors.

In the 1970s with the acquisition and development of Bishop Ranch into a regional office hub, the Mehran family brought jobs to the developing suburban housing setting in San Ramon. Today, 585-acre Bishop Ranch is nationally known for innovative businesses where 30,000 employees work in modern workspaces served by a range of onsite amenities and services.

In November 2018, the opening of the 300,000-square-foot City Center Bishop Ranch added a long-planned element of entertainment, dining, shopping, cultural programs and social gathering spaces, creating another essential element of San Ramon's long-desired mixed-use district.

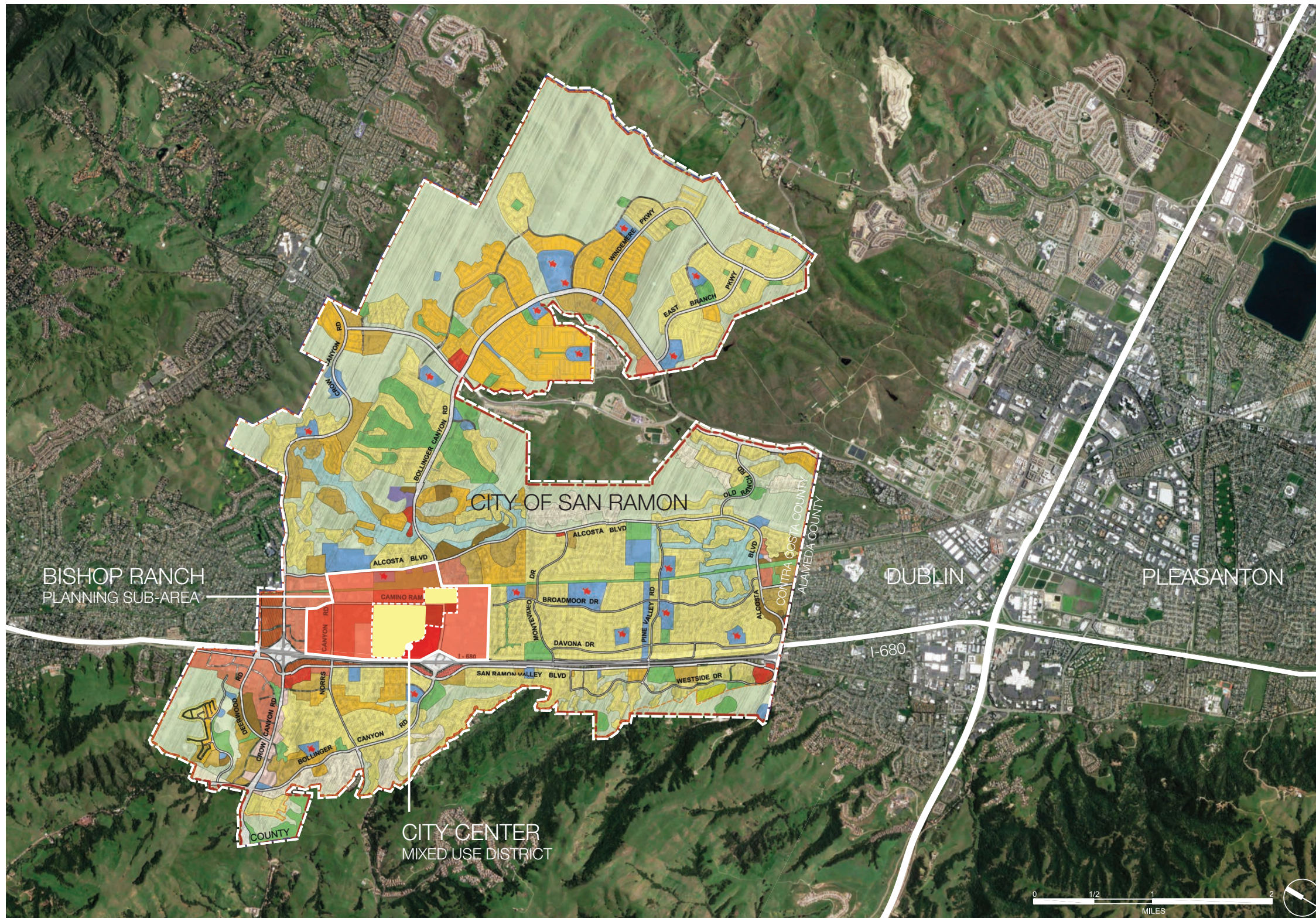
Today, Sunset Development is proposing to add housing to Bishop Ranch to help bring residents in closer proximity to jobs. By replacing existing surface parking lots and empty lots with higher-density housing, the project addresses a major unmet need, in a manner that will add significantly to the amenities, diversity and sustainability of the site and the community. After nearly 50 years, Sunset Development is embarking upon the next evolutionary step in the creation of a vibrant mixed-use district guided by the same vision and leadership that distinguished its original efforts.

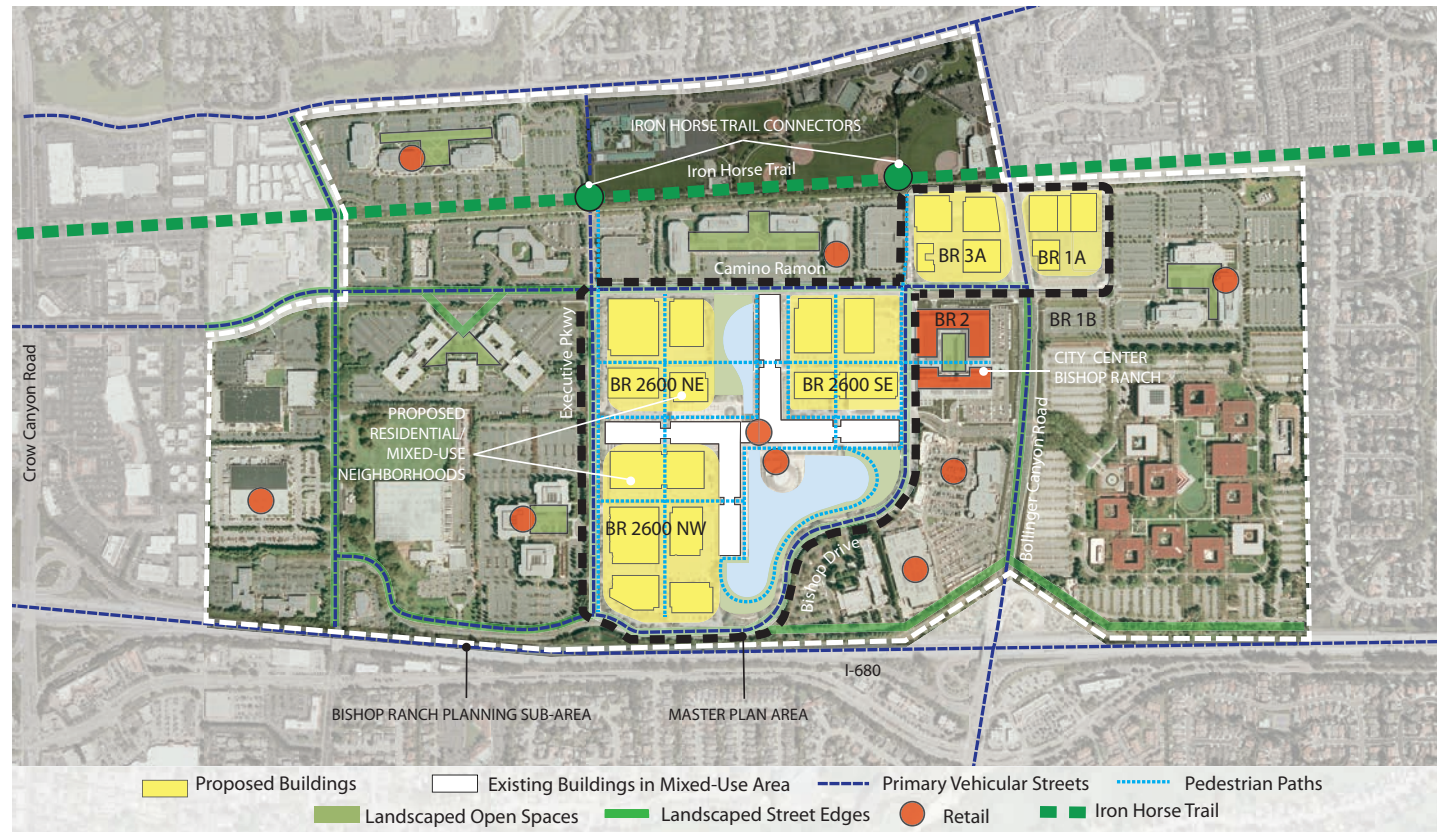
Master Plan Context

Creating a beautiful, inviting mixed use district

As defined by the City's General Plan, the predominant commercial, retail and civic uses that serve the residents of the City of San Ramon reside within the Bishop Ranch planning sub-area of the General Plan. Along with Bishop Ranch, the planning sub-area includes City Hall, Central Park, Iron Horse Middle School, Iron Horse Regional Trail and retail uses. In 2007, the City Center Mixed-Use District was established. With the opening of City Center Bishop Ranch, the first phase of bringing a vibrant mixed-use district to the residents of San Ramon was realized.

Now, Sunset Development has the opportunity to work with the City and residents of San Ramon to create a master plan to bring homes to the City Center Mixed-Use District. While the plan will be achieved over a phased 25-year timeline, it strives to ultimately fulfill San Ramon's decades-long goal of creating a vibrant live-work, transit-oriented, pedestrian and bicycle friendly neighborhood -- a beautiful and inviting place where residents can work, shop, dine, socialize and, finally, live. A strong, sustainable central mixed-use district will underscore San Ramon's renown as a modern, progressive City while creating new revenue streams that will help support the services and amenities that make the City such a desirable place to live, work and visit.





Planning Objectives Shaping the Master Plan

Transforming three blocks with new residential, retail and hotel uses

The Master Plan Area includes 135 acres in 3 of the 5 blocks within the City Center Mixed-Use District, BR 2600, BR1A and BR3A. The Master Plan establishes a cohesive integrated and well-planned development that supports the General Plan 2035 build-out, creating much needed housing where it is needed most – near jobs in San Ramon’s emerging mixed-use district. Phased over 25 years, the neighborhoods will create a unique and distinctive place that enhances the overall aesthetic and environmental quality of Bishop Ranch.



Several surface parking lots will be replaced with residential neighborhoods



Neighborhoods will blend seamlessly into Bishop Ranch’s existing framework and mature landscape



A graceful new parkway system will connect residential neighborhoods, office buildings and City Center Bishop Ranch



“Stoop streets” and other timeless design features will help create intimate, inviting pedestrian-oriented neighborhoods



Some currently private open space will be converted to public amenities to create a welcoming, people-centric mixed-use district



Private internal courtyards will provide residents with immediate access to recreational amenities



Parks are integral design elements of the neighborhoods and will help create unique identities for each one



While linked by the new parkway system, each neighborhood and building will feature its own unique architecture



Three new Transit Centers -- featuring iconic designs and multiple mass-transit mode services -- will be integrated into the neighborhoods



New hotel and retail offerings will complement City Center Bishop Ranch’s steadily growing roster of places to shop and dine

General Plan And Zoning

Master Plan Conforms to General Plan and Zoning

The Bishop Ranch planning subarea has established San Ramon as a major employment center of the San Francisco Bay Area. The subarea consists primarily of office uses with a retail and commercial services component and totaling approximately 9 million square feet of floor space. This area accounts for roughly 50 percent of the non-residential floor space in the San Ramon Planning Area and provides an estimated 30,000 jobs.

Since 1995, more than 2.8 million square feet of space has been added in the Bishop Ranch planning subarea including Bishop Ranch 1 (728,000 square feet) Bishop Ranch 3 (965,808 square feet) Bishop Ranch 15 (750,400 square feet) and the Shops at Bishop Ranch (346,000 square feet).

City Hall, Central Park, San Ramon Community Center, Iron Horse Middle School, and the San Ramon Public Library have been added to the Bishop Ranch subarea since the City was incorporated in July 1983. In 2007, the City approved entitlement for the construction of the City Center Mixed-Use Project at the intersection of Bollinger Canyon Road and Camino Ramon, adjacent to Iron Horse Regional Trail, Central Park, and Community Center.

The City Center project reflects the City's desire for a thriving mixed-use district and was supported under the previous General Plan 2020, Zoning Ordinance, and Economic Development Strategic Plan. The approved project consists of 2,076,884 square feet of pedestrian/bicycle-friendly, mixed-use, transit-oriented development.

In 2019, with the objective of preserving San Ramon's hillside neighborhoods and placing housing where it was needed most, the City expanded the City Center Mixed-Use District to include BR2600 with the intention of providing much-needed workforce and affordable housing in a walkable mixed-use district.

The General Plan and Zoning allow for up to 5,500 homes without a density bonus. Utilizing density bonuses 7,500 homes are allowed in the City Center Mixed-Use District.

Master Plan Conformance

Adherence to density, FAR, building heights and open space requirements

The master plan within the City Center Mixed-Use District will conform with the Zoning Ordinance and General Plan requirements.

The master plan will adhere to City zoning ordinances for unit density, Floor Area Ratio (FAR) building heights, parking and public open space requirements in relation to the gross acreage.

The master plan supports the City's Mixed-Use Development Standards (Zoning Code Section D2-15.B.3) encouraging the development of both residential and nonresidential uses in mixed-use urban districts, and the incorporation of shared parking provisions.



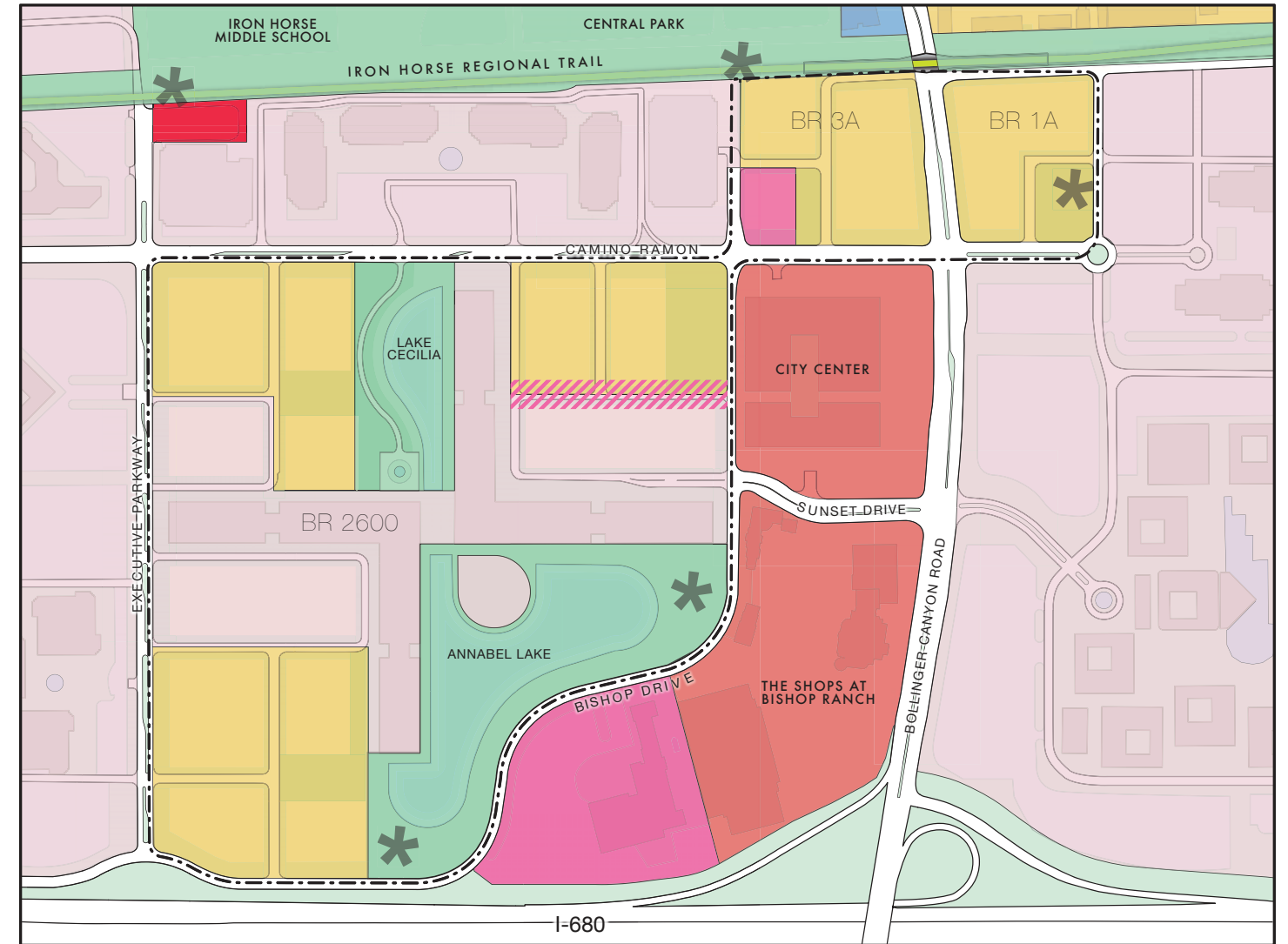
Office (FAR 0.45)	Mixed Use - City Center (FAR 0.70)
Retail Shopping (FAR 0.35)	Mixed Use - Commercial (FAR 0.70)
Thoroughfare Commercial (FAR 0.50)	Mixed Use (FAR 0.70)

General Plan 2035

Priority Development Area

Communities near transit and jobs

The Association of Bay Area Governments (ABAG) has identified the City Center Mixed-Use District as a Priority Development Area (PDA). PDAs aim to minimize greenfield development and maximize smart growth in areas near jobs served by transit, thereby reducing vehicle miles traveled.



PROPOSED LAND USE

MULTI-FAMILY RESIDENTIAL	RETAIL	OPEN SPACE	HOTEL
OFFICE	TRANSIT CENTER	CIVIC	COMMERCIAL - GROUND LEVEL
			COMMUNITY AMENITIES

Proposed Land Uses

Multi-family housing added to mixed-use district

The master plan area includes 3 of the 5 blocks within the City Center Mixed-Use District, BR2600, BR1A and BR3A and is 135 acres. New development on these three blocks will include up to 4,500 multi-family residential units, up to an additional 100,000 SF of retail and new office parking structures.

Previously Entitled Land Uses

Within the City Center Mixed-Use District, 169 keys hotel and 70,000 SF of retail uses on BR3A, retail uses on BR2 and office uses on BR1B have been previously entitled.



1

PARKWAY

BR2600 NE RESIDENTIAL NEIGHBORHOOD

CAMINO RAMON



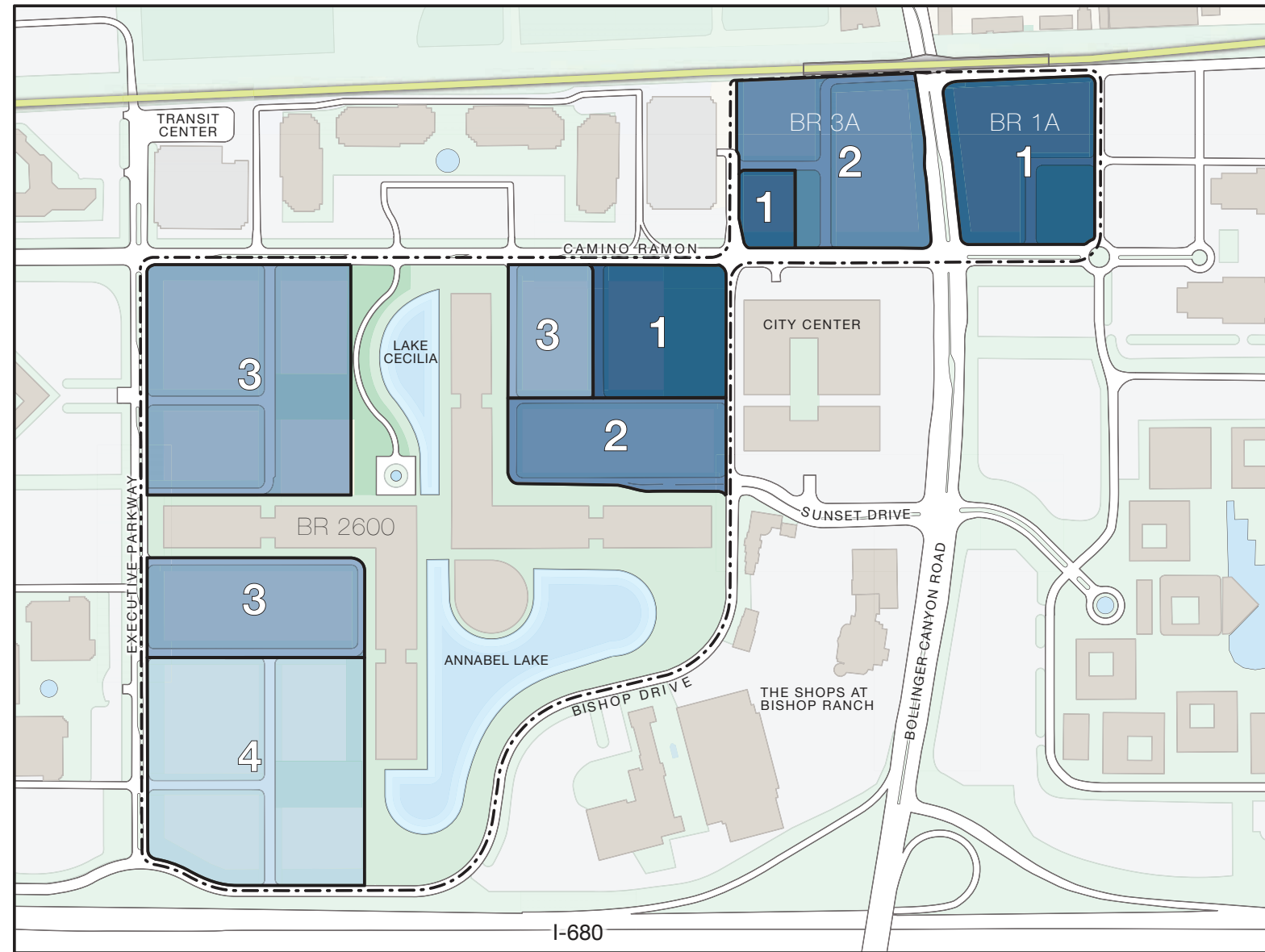
2

RESIDENTIAL PATIOS AND GARDENS

PUBLIC PATHWAY



Project Phasing



25 YEAR BUILD OUT

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- MASTER PLAN AREA

Implementation

Full development implementation is anticipated to unfold over the 25-year timeframe in four phased of five-to-seven years. 250-400 residential units are planned to be implemented every two years.

Specific development plans will be developed by the Applicant and approved by the City for each phase of development. The Master Plan envisions a 25-year planning program. Changes may occur to this Master Plan and will be reflected in the specific development plans. Changes reflected in a specific development plan do not require changes to this Master Plan. The Master Plan is a long-term planning document and is expected to change as time proceeds and specific development occurs.

Unit Counts & Parking

	RESIDENTIAL UNITS <i>(see note 5)</i>	REQ'D. RESID. PARKING <i>(at 1.5 spaces/unit, see note 2)</i>	REQ'D VISITOR PARKING <i>(see note 3)</i>	OFFICE PARKING <i>(see Note 4)</i>	REQ'D RETAIL PARKING	APPROX. RETAIL GSF
BR2600 NW						
NW-1	525					
NW-2	299					
NW-3	273					
NW-4	301					
P1&P2				2,400		
TOTAL:	1,398	2,097	350	2,400		
BR2600 NE						
NE-1	537					
NE-2	313					
NE-3	237					
NE-4	63					
P4				1,300		
TOTAL:	1,150	1,725	288	1,300		
BR2600 SE						
SE-1	300					15,000
SE-2	209					28,000
P3				1,000		20,000
EXIST. PARK'G				1,100		33,000
TOTAL:	509	764	127	2,100		96,000
BR2600 TOTAL:	3,057	4,586	1,146	5,800	406	96,000
BR3A						
3A-1	282					35,000
3A-2	261					35,000
3A-3	248					
3A HOTEL (See Note 1)						
TOTAL:	791	1,187	198	0	302	70,000
BR1A						
1A-1	468					
1A-2	184					
TOTAL:	652	978	163	0		
OVERALL TOTAL:	4,500	6,750	1,125	5,800	708	166,000

Note 1: Hotel parking will be located in existing South BR3 Parking garage.

Note 2: Parking ratio of 1.5 spaces/unit is a blended ratio using the requirements for the San Ramon Zoning Ordinance Table 3.8 for Multi-family dwellings.

Note 3: Developer seeks to share structured parking spaces between office, retail, and residential visitors

Note 4: BR2600 office parking will be replaced at the ratio established by the findings of the approved shared parking analysis

Note 5: Maximum number of units for entire Master Plan will not exceed 4500

FAR & Density

	BUILDING w/o PARK'G (GSF)	BLOCK AREA (SF)	LAND AREA (ACRES)	FAR	RESIDENTIAL UNITS <i>(Note 1)</i>
BR2600 TOTAL:	4,939,175	4,360,356	100.10		3,057
BR3A TOTAL: (Including Hotel)	1,073,490	454,505	10.43		791
BR1A TOTAL:	723,695	429,937	9.87		651
BR1B TOTAL:	118,400	137,214	3.15		0
BR2/CCBR TOTAL: <i>(Note 3)</i>	286,976	634,856	14.57		0
AGGREGATE RESIDENTIAL DENSITY:					(33 DU/AC)
OVERALL TOTAL:	7,141,736	6,016,868	138.12	1.20 - 1.35	4,500
				<i>(Note 4)</i>	<i>(Note 2)</i>

Note 1: Overall density of Master Plan area is 33 Dwelling Units / Acre

Note 2: Maximum number of units for entire Master Plan will not exceed 4500

Note 3: City Center GSF is Actual Built Area. All other numbers are approximate.

Note 4: GSF figures are approximate, so FAR range is estimated to be between 1.20 - 1.35

Open Space

Open Space for residential blocks only is estimated to be between 25%-35%.

Open Space for entire Master Plan area (excluding BR2/City Center) is approximately 37%, compared to 15% required.



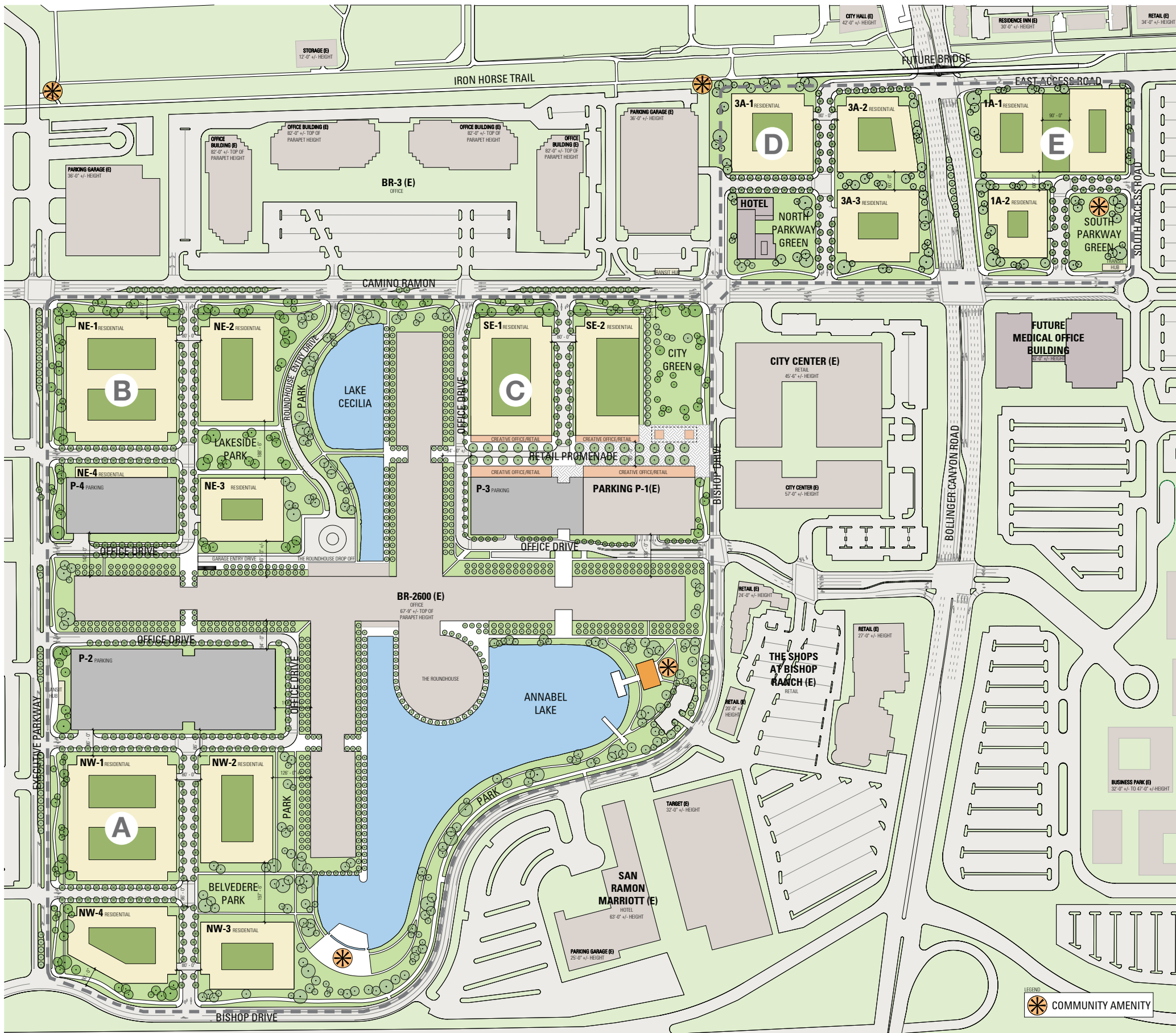
CITY CENTER AT BISHOP RANCH

BR3A RESIDENTIAL NEIGHBORHOOD

FUTURE PEDESTRIAN BRIDGE AT I.H.R.T.

BR1A RESIDENTIAL NEIGHBORHOOD





MASTER PLAN Neighborhoods:
 A - BR2600 NW C - BR2600 SE E - BR1A
 B - BR2600 NE D - BR3A



City Center Mixed-Use Master Plan

Transforming parking lots into residential neighborhoods

The master plan lays out a network of small scale, pedestrian-oriented neighborhoods, integrated with and extending the district's grid formed by the existing perimeter streets, walkways and building connections. The walkable scale of these neighborhoods is intended to reduce car trips in the district and in San Ramon.

The largest neighborhood in the master plan area is **BR2600 NW**. Multi-family residential is the predominant use along with a parking garage opposite BR 2600 North wing. It is positioned similarly to the existing garage at the South wing which replaces the existing office surface parking lots. A large park provides the focal point for this neighborhood as well. This park is framed by residential buildings on three sides. The south end of the park remains open to views and pedestrian access to existing Annabel Lake.

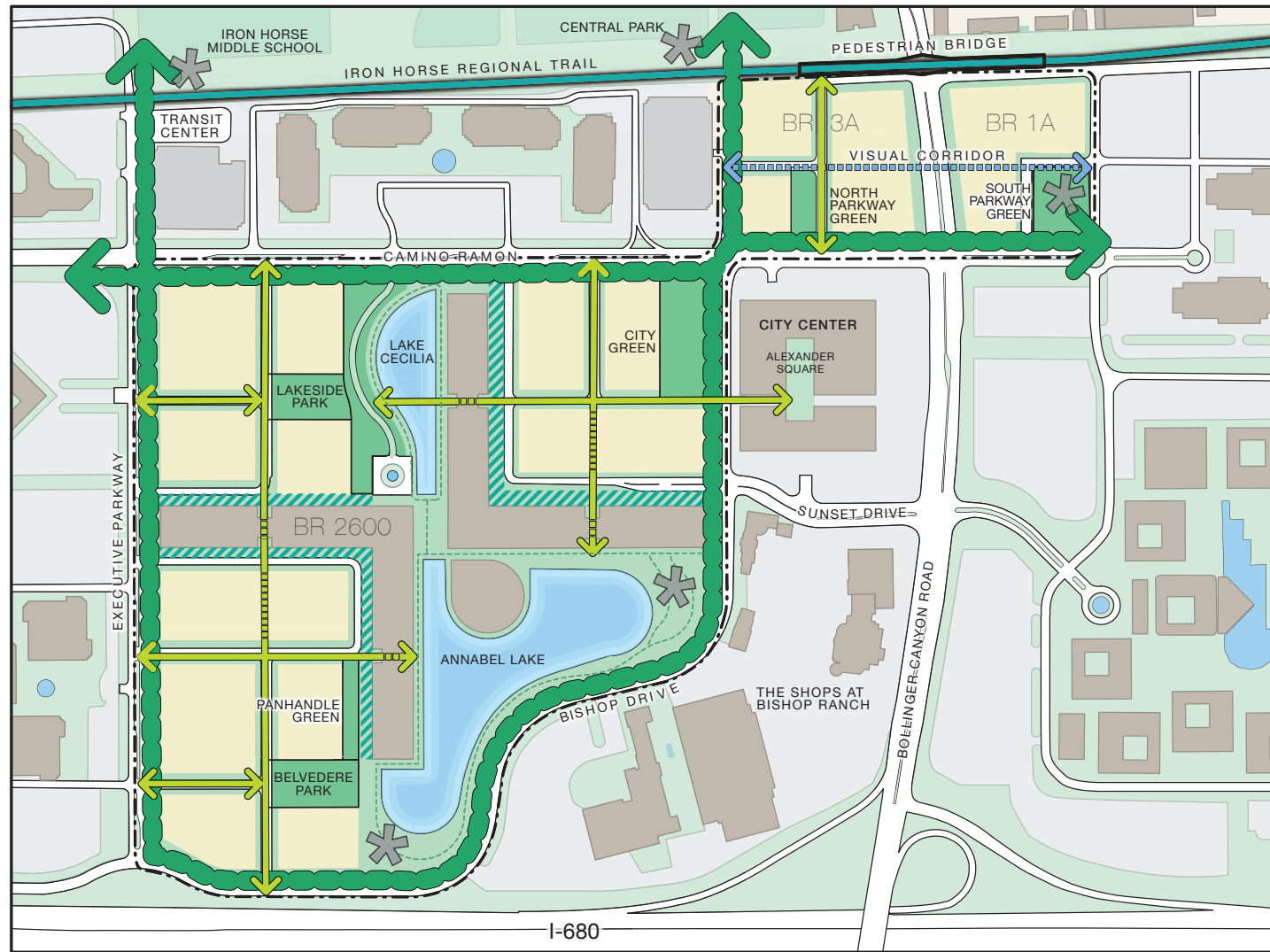
Unique public amenities, including a community center and amphitheater will be built at the south and west ends of Annabel Lake.

The **BR2600 NE** neighborhood includes multi-family residential uses along with a parking garage opposite the BR 2600 North wing. This garage is positioned similarly to the existing garage at the southeast quadrant, which replaces the existing surface parking lots. This neighborhood also includes Lake Cecilia. The existing access drive to the Roundhouse Conference Center has been shifted north to provide a park along the north edge of the lake providing a new experience and access for the public, neighborhood residents, and office workers. The focal point of this neighborhood is a park on axis with the Avenue Extension which provides a connection to, and views of the lake for the adjacent residential buildings.

In the **BR2600 SE** neighborhood, retail and creative office uses are located along an extension of the City Center Avenue and along Bishop Drive, extending and complementing the activity at City Center Bishop Ranch. The extension of the avenue serves as a pedestrian promenade and social spine, linking the BR2600 office occupants directly with the activities, retail and restaurants at City Center. The City Green, the largest of the parks, is a vibrant community open space that supports daily activities, recreation and special events. A new parking garage will be constructed as an extension to the existing garage to replace the existing surface parking lots.

The **BR3A** neighborhood, on the NE corner of the area's two main arterial streets is comprised primarily of multi-family residential uses along with some ground-floor retail. A 169-key hotel, located on the NW corner of Camino Ramon and Bishop Drive will have easy pedestrian access to City Center. A park provides the focal point of the neighborhood and buffers the residential uses from the more active hotel use.

The **BR1A** neighborhood, on the SE corner of Camino Ramon and Bollinger Canyon Road, across the street from BR3A, consists primarily of multi-family residential uses. The focal point of this neighborhood is a park at the SW corner of the parcel. A key component of the park is a community building. Both the park and building will be open to the public.



LANDSCAPE & OPEN SPACE FRAMEWORK

- PARKWAY SYSTEM
- PARKS
- GREEN STREETS
- OUTER LANDSCAPED ALLEES
- COMMUNITY AMENITIES
- MASTER PLAN AREA

LANDSCAPE AND OPEN SPACE:

Existing mature landscape preserved and enhanced

The office park at Bishop Ranch is noted for the integration of landscape and buildings into a unified expression of place. Now after nearly 50 years, the landscape composition created by the lake, office buildings, pedestrian ways and bermed edges along with the parks and gardens within the office campus continue to work together to assert a grand scale and refined formality that are at the core of Bishop Ranch's identity. They provide an indelible framework that structures the landscape now and will continue to do so in the future.

From a landscape and open space perspective, the improvements that are proposed as part of the master plan are significant however they are planned in a manner that will enhance the landscape character and quality of Bishop Ranch. The proposed master plan builds upon the organizational imprint established by the existing buildings, and surrounding setting that includes lakes, pedestrian pathways and landscaping along the major boulevards. It will revitalize, enrich and extend these key landscape and open space elements to create livable residential neighborhoods that complement the office park and add to the diversity and vitality of Bishop Ranch and the surrounding City.



Guiding Principles

- To build on the landscape traditions and existing framework established at Bishop Ranch and create new landscaped open spaces, streets, trails and parkways that help to integrate the site and build stronger connections to Iron Horse Regional Trail, Central Park, Lake Cecilia, Annabel Lake and other City resources and amenities.
- To develop a landscape design that uses water efficiently and is drought-tolerant.
- To reinforce the scenic and qualitative experience of outdoor areas, and help structure the master plan area environment to heighten a sense of orientation and place.
- To restore and reforest the master plan area landscape, with sustainable plantings that respond to the changing climate and environment.

Parkway System

Landscape framework connects all areas of Master Plan



LAKE CECILIA

EXISTING BR2600 BUILDING

PUBLIC PARK

BR2600 NE RESIDENTIAL NEIGHBORHOODS



The wide parkways at the perimeter of the master plan area and adjacent to Camino Ramon, Executive Parkway and Bishop Drive create opportunities for pedestrian and bicycle connectivity around the site, extending to the Transit Hub and Iron Horse Regional Trail on the north and to the trail and Central Park to the south as well as to the North Camino Ramon planned mixed-use district. These parkways link the residential neighborhoods, office campus and City Center Bishop Ranch and Alexander Square as well as the publicly oriented parks proposed along the east side of Camino Ramon. The master plan proposes the expansion of the existing berm in these locations to approximately 60 feet of width for landscaping and to provide for a separated bike path through and around the master plan area, with sufficient space for landscape that will create visual interest, continuity and an appropriate transition from the street to the residential buildings. On Bollinger Canyon, the parkway is proposed to be approximately 45 feet wide to provide a more gracious scale transition to future residential buildings and to emphasize the important connection to Iron Horse Regional Trail and the pedestrian bridge that is planned to provide for uninterrupted movement along it.

An important component of the parkway system are the three Transit Hubs that will be strategically located along the east side of the BR1 drive, east side of Camino Ramon north of the Bishop Drive intersection and on the south side of Executive Drive. These hubs will support a variety of services, including internal and external transit as well as bicycle, scooter and car sharing. They will feature iconic architecture that underscores the commitment to and integrates the use of alternative modes of transportation in Bishop Ranch.

In addition to the improvements along the edges of these major streets, the master plan proposes reclaiming excess pavement area for the development and/or reconfiguration of landscape medians along Camino Ramon and Executive Parkway that reduce the overall pavement width and perceived scale of the street. Although the length and extent of these medians are still being explored along with a greater consideration of transportation requirements, the concepts are to add amenities to these distinctive streets and, at the same time, provide an opportunity for greater sustainability and landscape enhancements.

Neighborhood Parks

Parks provide focal point for neighborhoods

Continuing the landscape tradition established within the office campus, each residential neighborhood will also be organized around parks that provide identity, amenity, environmental quality and sociability for the residents. These parks will vary in character, and are anticipated to range from about a third of an acre to more than an acre in size.

While all of the parks will be privately owned, some will be common to each district and shared by residents; others will be more publicly-oriented in nature. More specifically, it is anticipated that the three parks along Camino Ramon will be oriented to the larger public and will connect to and punctuate activities along the parkway on Camino Ramon.

To the north, the somewhat smaller “North Parkway Green” is envisioned as a recreational and open space area for residents as well as a destination for pedestrians and bicyclists traversing the parkway or the nearby Iron Horse Regional Trail. Immediately across from City Center Bishop Ranch, the use and design of this open space could be planned in conjunction with the adjacent hotel, with the potential for outdoor dining, as well as classes (yoga, fitness, etc) and activities that benefit residents and hotel guests as well as the larger public.

The “South Parkway Green” across Bollinger, in the BR1A neighborhood, will be open to the community. A new community building facing the park will provide space for meetings and social gatherings.

Across Camino Ramon to the west is the largest of the three publicly oriented parks. Located at the easily accessible and highly visible intersection of Camino Ramon and Bishop drive, the City Green is envisioned as an integral part of the activities and spaces planned along the promenade and provides a generously sized open space for recreation. It is a place where the public, residents, and office workers mingle in the outdoors, play and enjoy the outdoor lifestyle of Bishop Ranch.

In the northeast and northwest districts, a number of parks are planned. In the northeast, these include the shoreline park adjacent to Lake Cecilia and the “Lakeside Park” on the elevated bluff above it. In the northwest district, a park is planned to open up to Annabel Lake on an elevated “Belvedere Park” with views to the lake and the activities that will be planned within it. Creating the connection to the lake shoreline will be a key element of the improvements within this area. Adjacent to this park is a panhandle green that serves as a landscaped space between the office and residential buildings. The linear configuration and orientation of this space make it very well suited to a number of activities and it could also play an important role in stormwater management.



City Green

A welcoming and vibrant community park

Located opposite City Center on Bishop Drive between Camino Ramon and the new Promenade walking street, City Green is envisioned to be a main site for social gatherings, special events and activities, and daily life in the public realm. This space will:

- Build on its prominent location and enhance visibility and a sense of openness that at the same time has coherency with a landscaped frame that gives spatial definition to the park space.
- Be designed as an open and extroverted open space that should attract CityWalk residents and visitors, Bishop Ranch employees and be welcoming to the entire City of San Ramon.
- Establish a strong connection to the Promenade and the Avenue at City Center to create a connection between the activities within each area.
- Include large trees around and within the green with drought tolerant groundcover and shrubs that provide shelter and amenity.
- Provide an edge and transition to the adjacent residential building and the Promenade to the west and tie together activities within the park.
- Provide a large central green that is flexible in nature, that allows a variety of activities on a day to day basis and a destination hosting seasonal special activities and events, such as ice skating, fairs, art shows and exhibits among others.

Other Considerations:

- Provide for a food venue with adjacent outdoor seating and dining integrated at the west end of the park.





LAKE PARKS - COMMUNITY AMENITIES:

Home to significant community amenities

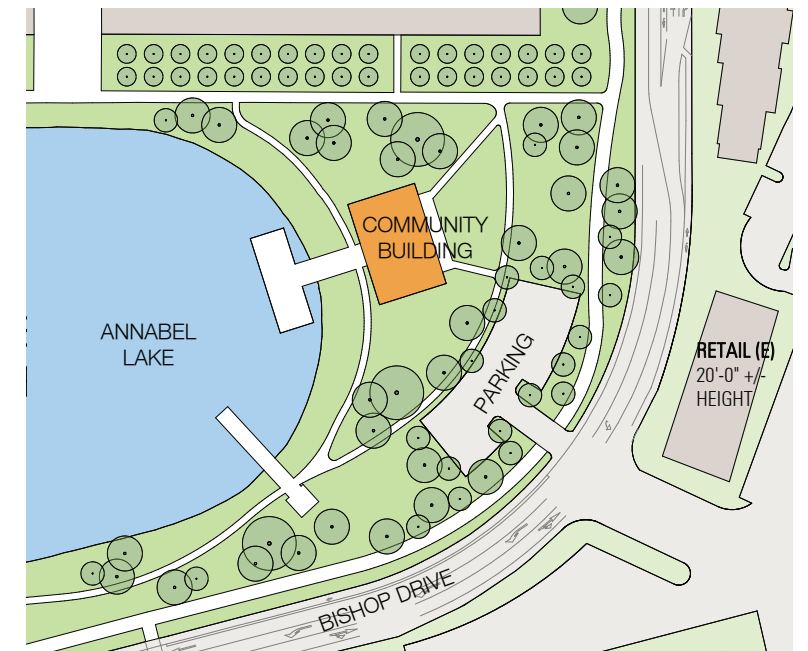
Lake Cecilia, the basin at the entry to BR2600 from Camino Ramon, and Annabel Lake, the larger waterbody to the west, together represent the dominant open space within Bishop Ranch and have contributed significantly to its amenity and sense of place. Today, the lakes are open to the public for walking, jogging and passive enjoyment, but they will be enhanced to provide for expanded recreational functions. Additional activities are envisioned as part of the pedestrian trail around the perimeter and at each of the two coves within Annabel Lake. A community center will be created at the south cove providing greater public access, parking and amenities. On the north side, a public amphitheater will be built into the sloping landscape allowing the lake itself to become the stage for programmed events and activities.

At Lake Cecilia, the existing entry road will be relocated to the north and elevated above the lake, to create a larger lakeshore park for activities, such as walking, jogging or simply relaxing. The road itself will continue to provide scenic access to the offices and short-term parking for visitors and buses, but will also play a greater role in providing access to the lakeside and neighborhood parks.

Annabel Lake Community Center

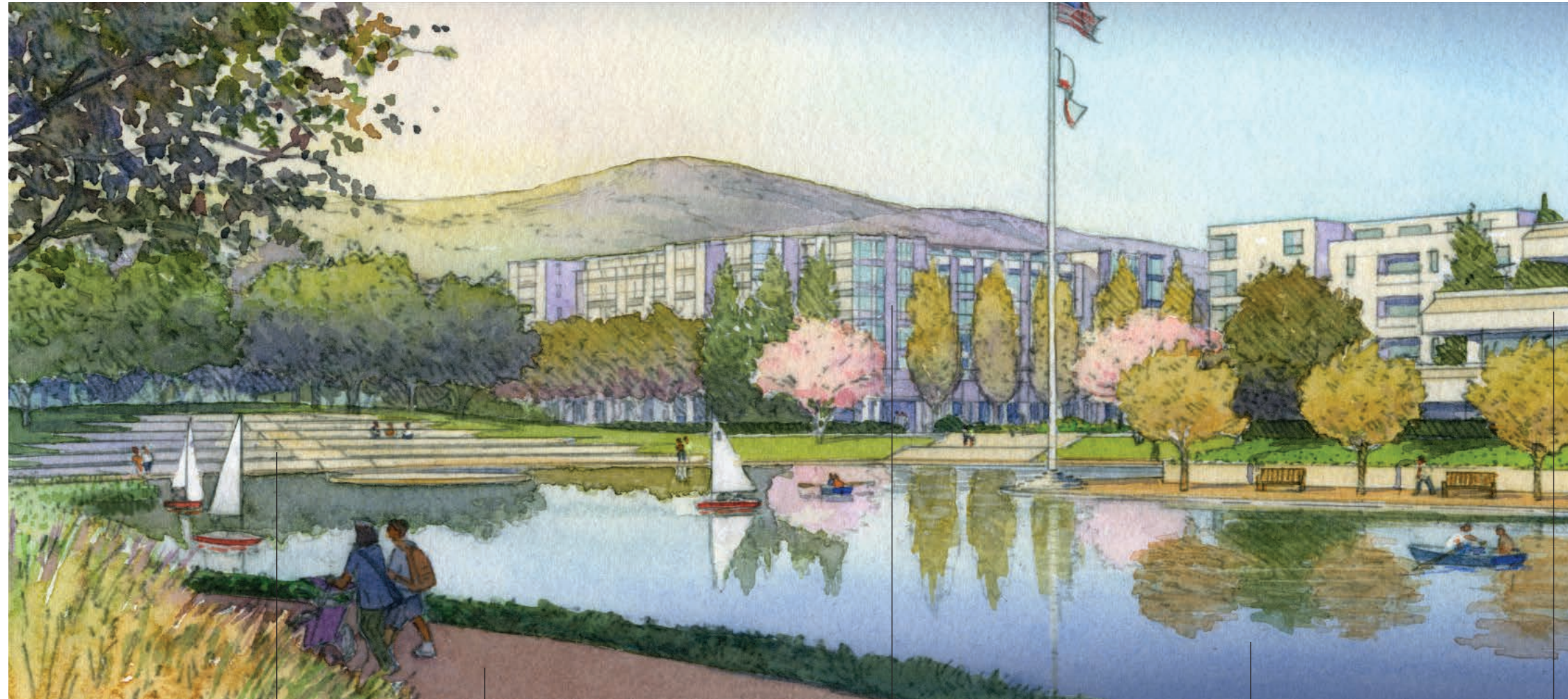
Unparalleled lakeside meeting rooms and activities

The large area at the south end of Annabel Lake provides a unique opportunity to create an unparalleled center for the community. An iconic building will house meeting rooms and informal social gathering spaces. The Annabel Lake Community Center will also include approximately 5 private guest suites on the second floor that will be managed by Sunset Development Company. These guest suites will not be part of the hotel offering but will be used in conjunction with the office and conference business activities. The outdoor spaces adjacent to the building will provide paved terraces and lawn areas for events. Lakeside dining and boating opportunities will occur on the new docks. On-site parking will be provided to improve access to the building and outdoor areas. Trails will connect the center to other walking and gathering areas surrounding the lake.



ANNABEL LAKE EXISTING BR2600 BUILDING DINING TERRACE COMMUNITY BUILDING PUBLIC PATHWAY





AMPHITHEATER

PUBLIC PATHWAY

BR2600 NW RESIDENTIAL NEIGHBORHOOD

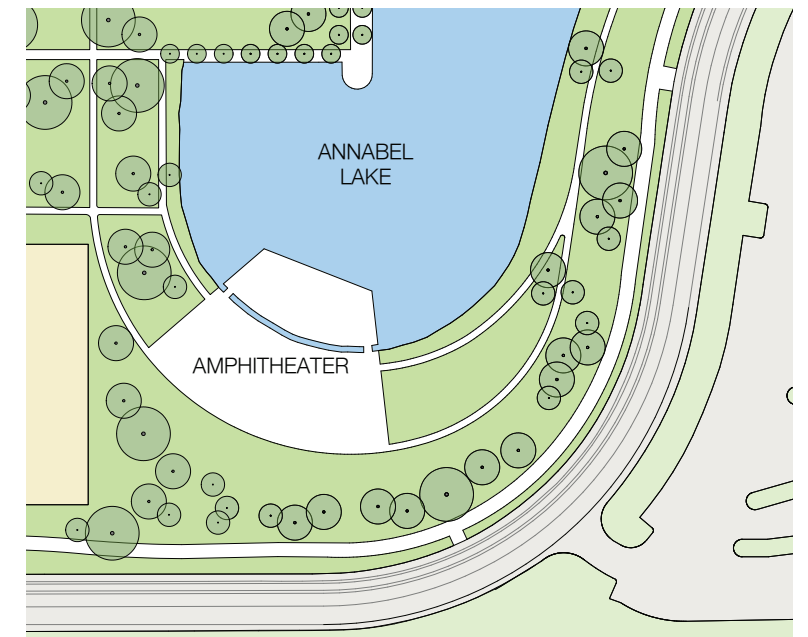
ANNABEL LAKE

EXISTING BR2600 BUILDING

Annabel Lake Amphitheater

Beautiful setting for outdoor entertainment

The large expanse of sloping land on the northwest side of the lake will be home to a new outdoor community amphitheater. Landscaped terraces will provide seating for approximately 1,500 guests. The seating will face east towards a stage area that will be built at the edge of the lake. The design of the amphitheater will accommodate a range of events from highly recognized entertainers to smaller groups who want to use the space for special events. The BR2600 architecture and landscape, and the backdrop of the lake will provide a one-of-a-kind amenity for the community.





Residential Open Space

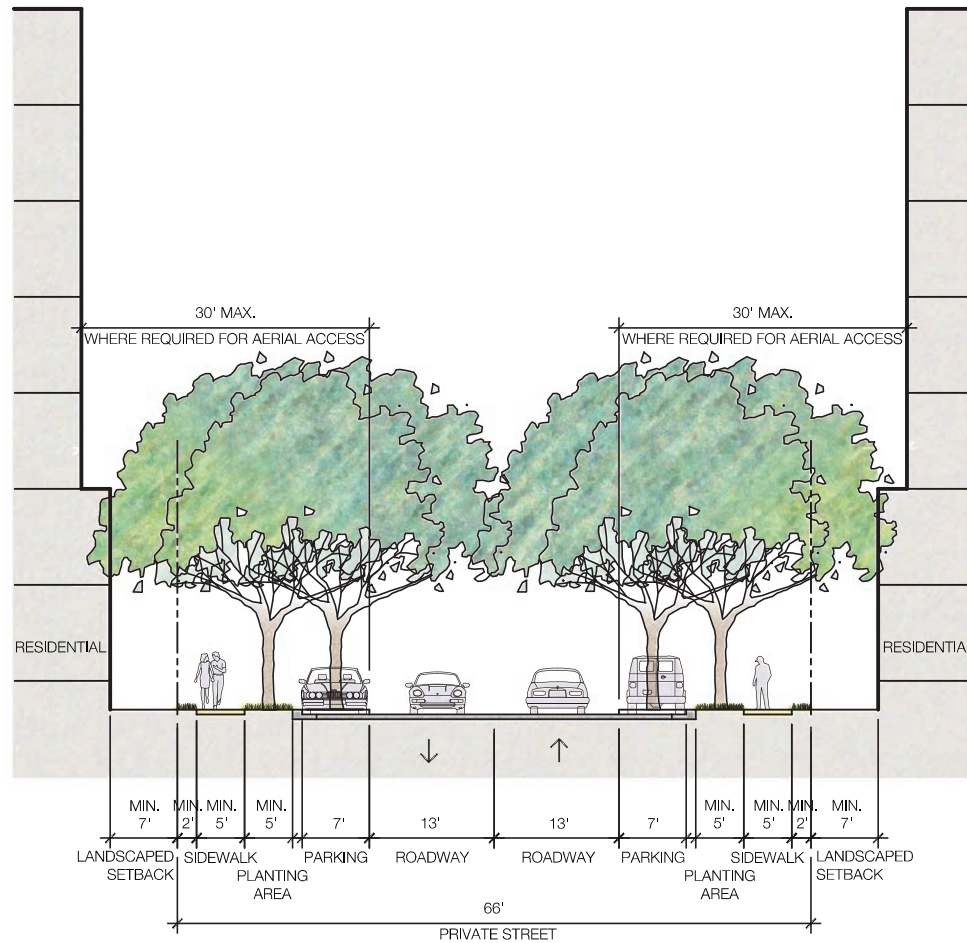
Resort-style swimming pools and gathering spaces for residents

Beyond the landscape and open space improvements that are proposed throughout the new residential neighborhoods, each building in the master plan area is configured with residential units surrounding an elevated central open podium space. This outdoor courtyard will be heavily landscaped and divided into a variety of spaces which are appropriately scaled and proportioned for their use and for the number of residents in the building.

These spaces will include swimming pools, playgrounds and other outdoor activities such as lawn bowling or badminton. In addition smaller spaces will be included which provide for more intimate seating areas for small groups to gather around barbecues or fire pits.

Some buildings may have patio areas accessed from individual units and separated from the courtyard by a landscaped buffer.

The combination of these open spaces are anticipated to be well in excess of the required 15 percent landscape prescribed in the Zoning Code.



Neighborhood Streets

Dimensions minimized to emphasize the pedestrian experience

Each of the residential neighborhoods is subdivided into smaller blocks by green streets which follow the pattern established by existing pedestrian ways. These, as with the other open spaces within the new mixed-use community, will be privately owned and maintained. The streets will be designed to allow for vehicular movement and access but will minimize those dimensions to emphasize the pedestrian scale.

Appropriate transitions from the public space of the street to the private space of the residences will be made along the streets. Sidewalks will be held back from the curb and adjoined on either side by landscape to provide for a more protected and attractive walking experience interposed between the vehicular roadway and the residential buildings. Individual entries and stoops will be encouraged to contribute to a more interesting and engaging streetscape environment.

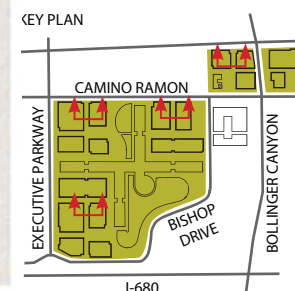
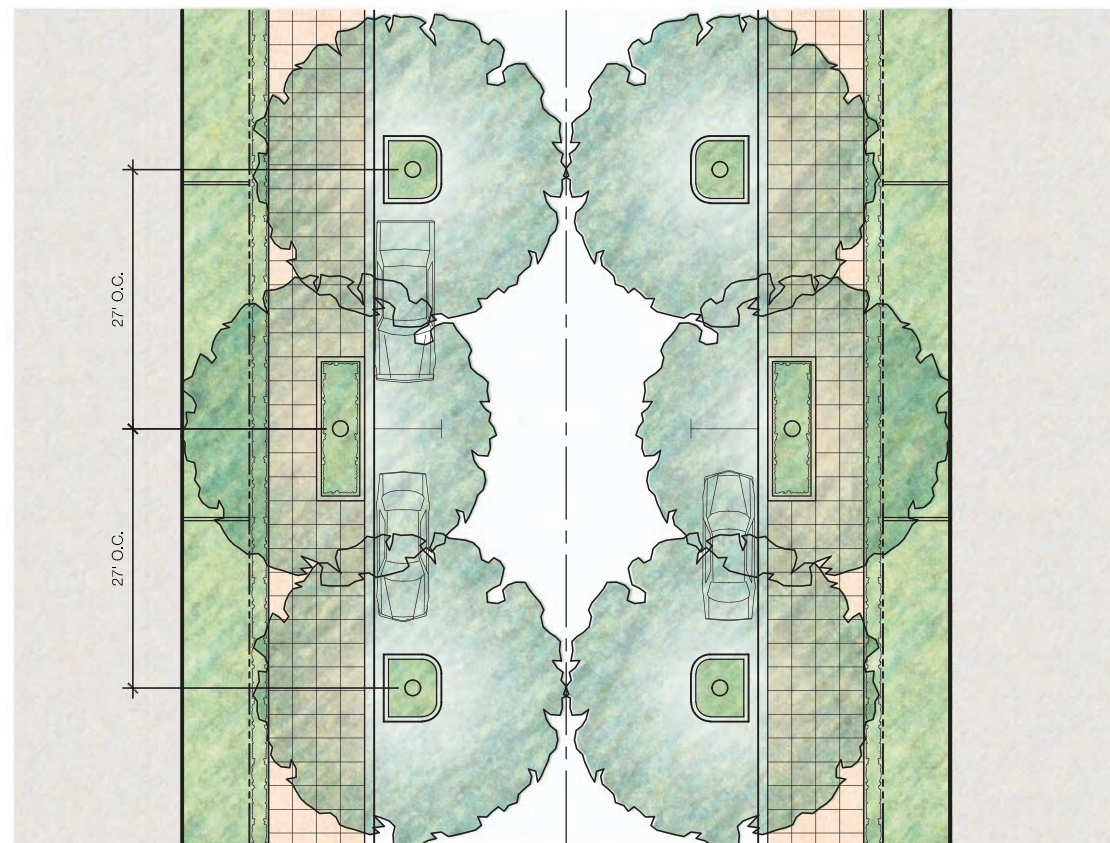
Two types of streets are proposed – one with a 26-foot carriageway, not including parking, capable of accommodating aerial apparatus fire truck accessibility and the other with a 20-foot curb to curb dimension, not including on-street parking. The aerial access streets extend east and west and are proposed to enter the new neighborhoods primarily from Camino Ramon. These streets are not currently envisioned to be signalized at Camino Ramon and would traverse the 60-foot parkways greenway connectors that provide for bicycle and pedestrian movement to the north and south.

The dimensions for aerial access of fire equipment to buildings require that the space for sidewalk landscape and setbacks is less than for the other streets. Therefore, to further scale down the street, to provide a stronger sense of entry and arrival from the parkways and to provide for greater shade and visual enclosure, an additional area for street tree planting is proposed on either side within the parking areas, for a double row planting of street trees. These streets would extend visually and as a pedestrian corridor through the existing office buildings and through proposed garages to enhance connectivity within the entire community and to provide greater access to open space resources. This same visually narrowed streetscape is proposed to extend into the northwest district to provide clarity and orientation.

The smaller 20-foot carriageway would establish a pattern of green streets that extend in the north/south direction. At the heart of Bishop Ranch, these streets would not only give access for residents, but also strengthen pedestrian linkages to the lake and the paths around it.

While generally envisioned as sharing a common spatial quality and symmetry, there are opportunities on these streets for differentiation related to the adjacent uses. For example, the Avenue extension from City Center Bishop Ranch into the adjacent residential area to the north presents special opportunities to create an environment that brings residents and office employees together and attracts visitors and shoppers as well. It is envisioned as a place that could accommodate special events and programmed activities that complement adjacent uses. Here in the first block north of City Center Bishop Ranch, the alignment and overall character of the street would remain consistent with the block further to the north but would provide flexibility for adjacent uses to open up and extend into the public realm. As a pedestrian promenade, it would establish a comfortable and attractive environment punctuated by “Promenade Park.”

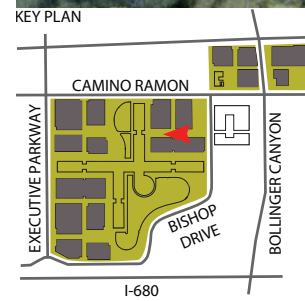
Another special street within the new residential community is the formal entry into BR 2600 from Camino Ramon. This road would be realigned to provide for greater landscaped area along Lake Cecilia and is conceived as a “park street” that is an integral part of the adjacent shoreline open space, while providing vehicular and bicycle access into the new mixed-use community. On this street, a 22-foot carriageway is proposed with one-sided parking on the residential side for convenience and accessibility and to create greater openness to the park on the opposite side of the street.





BR2600 SE RESIDENTIAL NEIGHBORHOOD

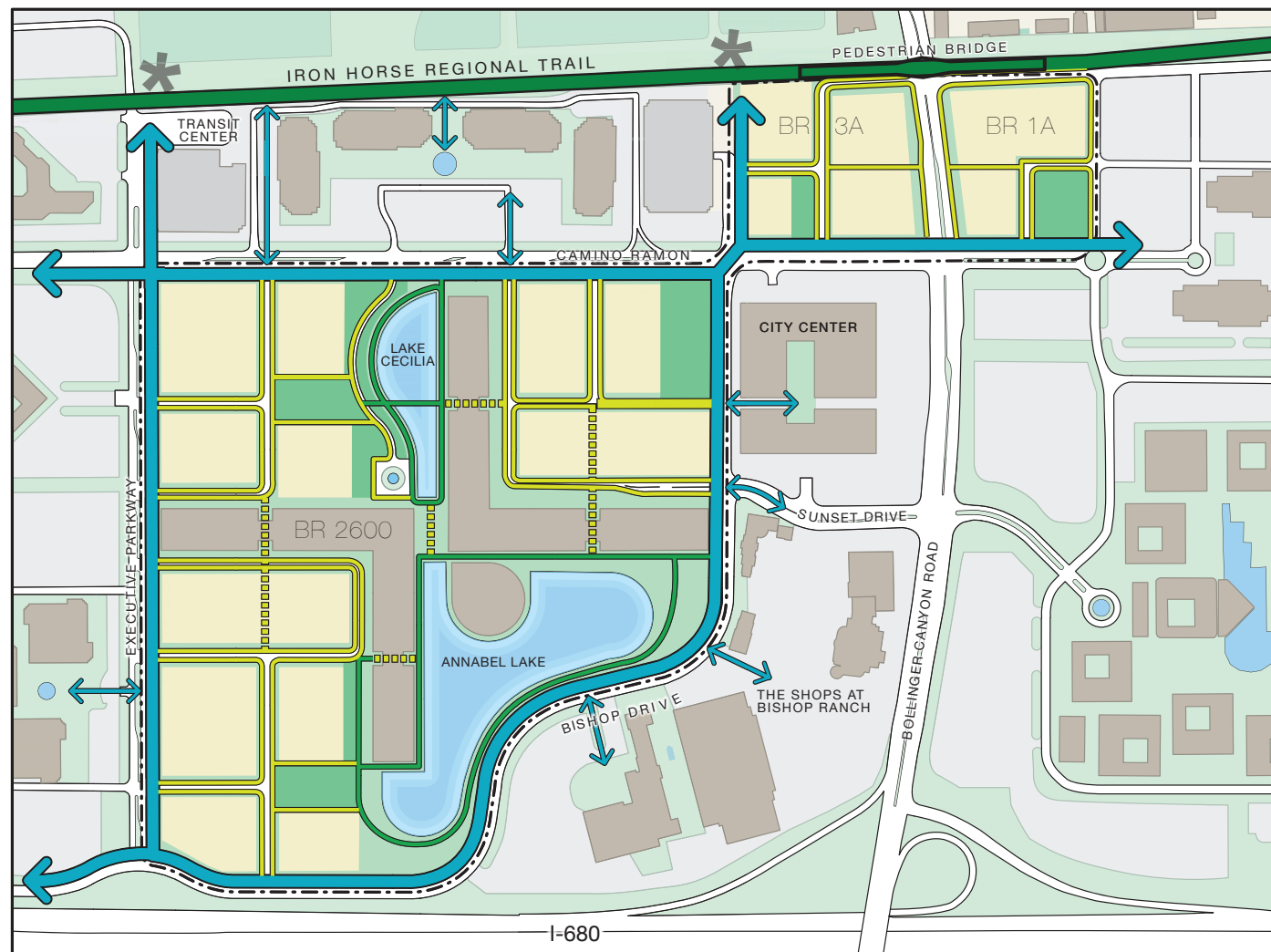
RESIDENTIAL PATIOS AND GARDENS



CREATIVE OFFICE SPACE

CREATIVE OFFICE SPACE / RETAIL

BR 2600 SE RESIDENTIAL NEIGHBORHOOD



PEDESTRIAN CIRCULATION

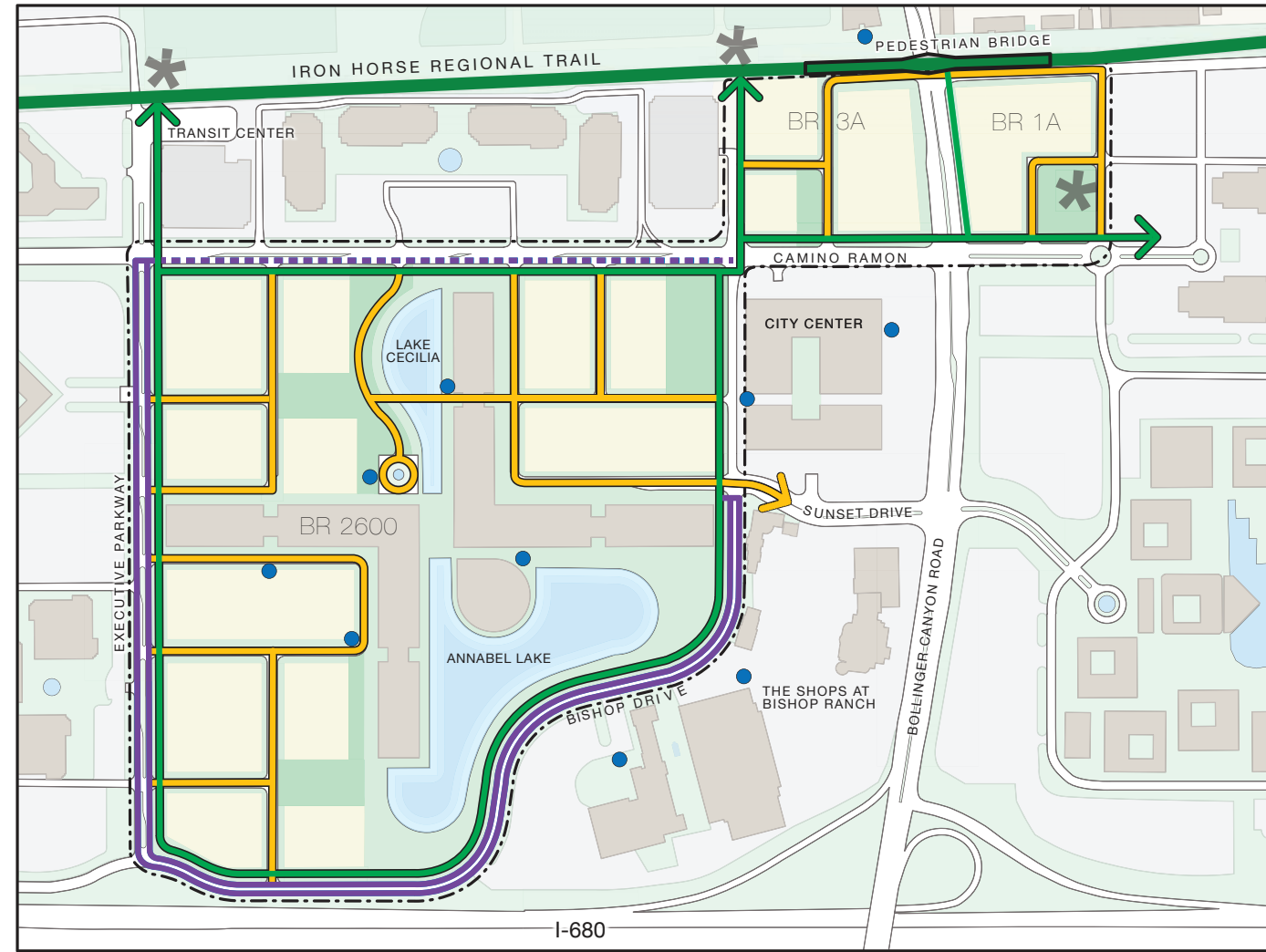
- █ PARKWAY
- █ PARK PATHS
- █ SIDEWALKS
- █ PEDESTRIAN STREET
- ✱ COMMUNITY AMENITIES
- MASTER PLAN AREA

CIRCULATION AND ACCESS - Pedestrian & Bicycle Circulation

Convenient neighborhood and amenity access via walking and biking

The scale of the mixed-use area encourages increased personal mobility - walking and biking, along with electric scooters and other new forms of individual transport – for a more active, connected and engaged community. The scale of the internal streets with equity between vehicles, bicycles and pedestrian use provide a more human scale experience. Bicycle paths and parkways, along Camino

Ramon, Executive Parkway and Bishop Drive physically and visually link all the neighborhoods together for pedestrians and cyclists. Public pedestrian access through the mid-building lobbies will be accommodated to provide additional open circulation between the BR2600 neighborhoods, to improve access for residents, office workers and visitors alike to the amenities at Annabel Lake



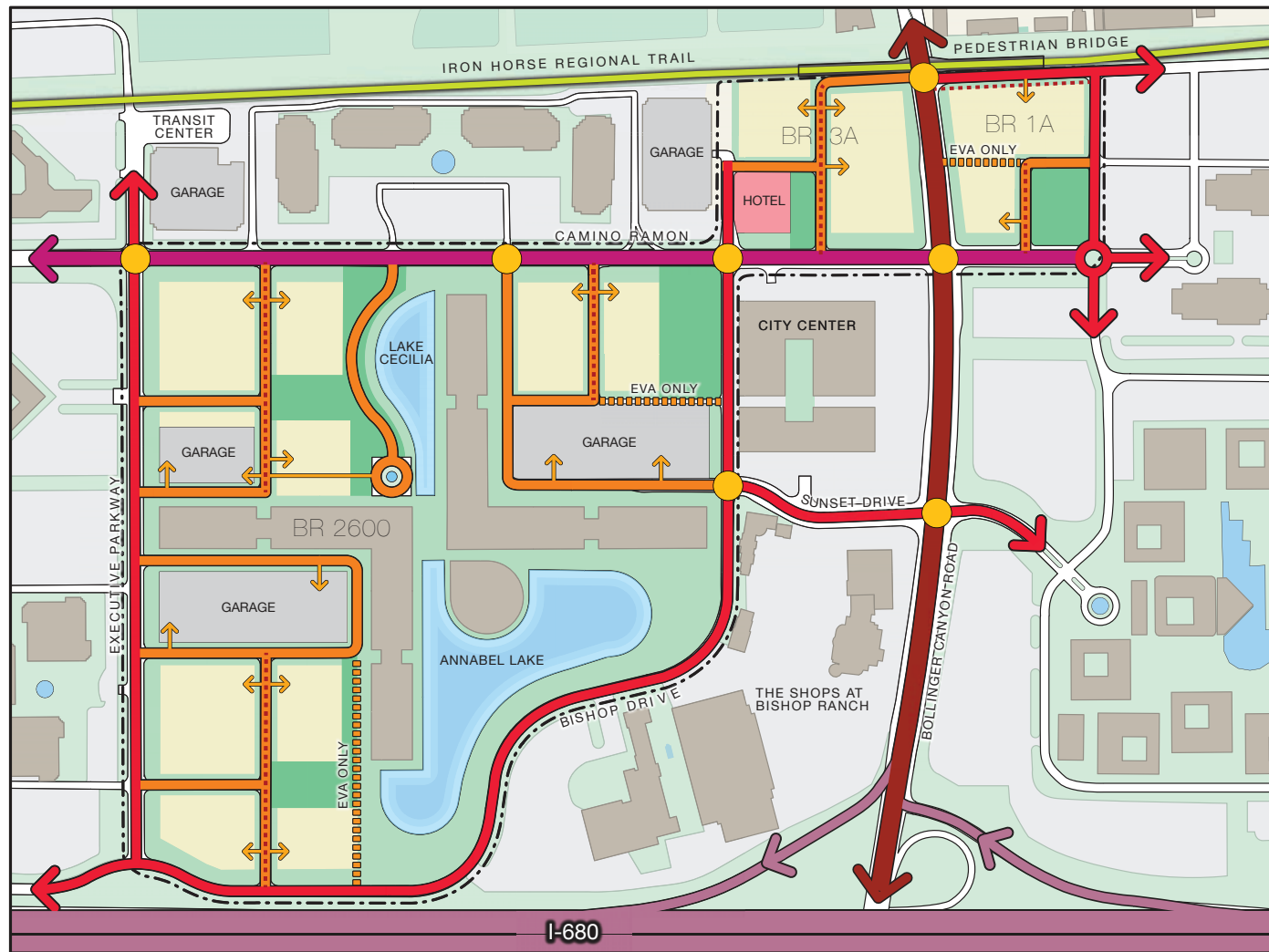
BICYCLE CIRCULATION

- █ CLASS II BIKE ROUTE
- POTENTIAL CLASS II BIKE ROUTE
- █ SEPARATED BIKE PATH
- █ CLASS III BIKE ROUTE
- ✱ COMMUNITY AMENITIES
- BRITEBIKES BIKESHARE HUB
- MASTER PLAN AREA

and Lake Cecilia and open spaces within the mixed-use area. Additionally, ample controlled pedestrian and cyclist access to the surrounding blocks encourage increased use and activity for the existing businesses in the district.

In support of the City's Bicycle Master Plan, ready bicycle and pedestrian access to the district is provided from

the separated bicycle paths on all three perimeter roads - Camino Ramon, Executive Parkway and Bishop Drive. For the residents and the casual commuter, there is a network of Bikeshare Hubs throughout the mixed-use district. For avid recreational cyclists, there are connections to Iron Horse Regional Trail from both Executive Parkway and Bishop Drive.



VEHICULAR CIRCULATION & PARKING

- ARTERIAL STREETS
- COLLECTOR STREETS
- LOCAL STREETS
- PROPOSED LOCAL STREETS – MIN. 20' CARRIAGEWAY
- ⋯ AERIAL APPARATUS FIRE ACCESS ROAD – 26' CARRIAGEWAY
- GARAGE ACCESS

CIRCULATION AND ACCESS - Vehicular & Transit Connections

A clear, legible extension of the existing street pattern

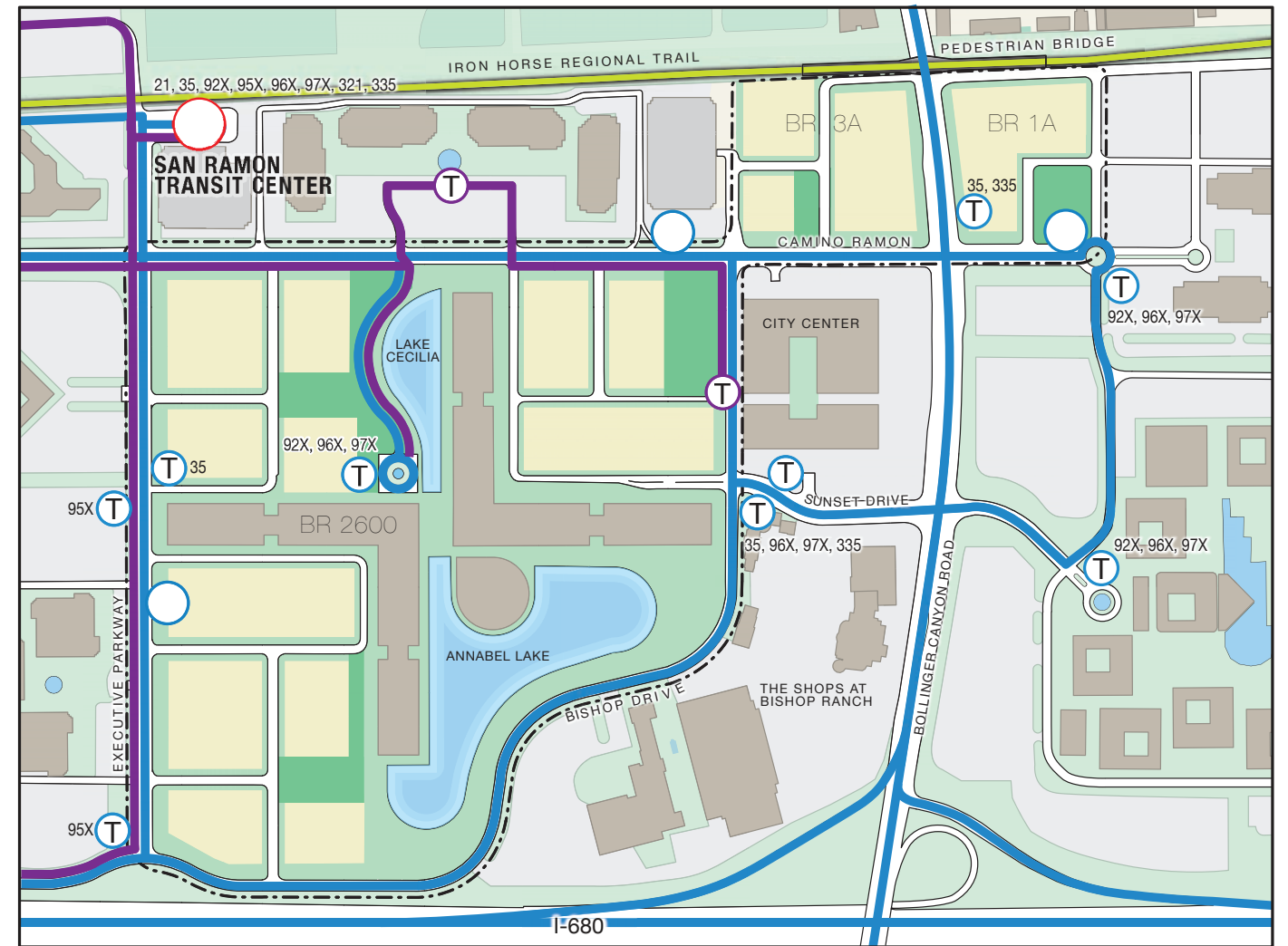
The new street network enables residents, workers and visitors to access the public amenities, recreational activities, shopping, dining and community activities present in the district as easily, or perhaps more easily, by walking or biking in lieu of driving.

Vehicular access and pedestrian circulation within the mixed-use district is woven into an overall coordinated mobility network to provide ready vehicular access to the buildings without dominating the walkability and cycling

experience. The scale of the streets is set to encourage slower vehicle speeds and increased safety. Access to the resident and office/retail parking is predominantly located close to the perimeter arterial roads – Camino Ramon, Executive Parkway and to a lesser degree, Bishop Drive to minimize the vehicular traffic within the neighborhoods. Resident parking is located within the podium of each of the residential buildings. Traffic is directed into the neighborhoods from the arterial roads to the locations

closest to the parking to encourage people to park their cars and walk or bike around the district.

A traffic study will be completed as part of the EIR to confirm any traffic impacts on the arterial roads. The introduction of new landscaped medians at both Camino Ramon and Executive Parkway with dedicated left turn lanes to access the district area will beautify the existing roads as well as help with traffic calming in the area.

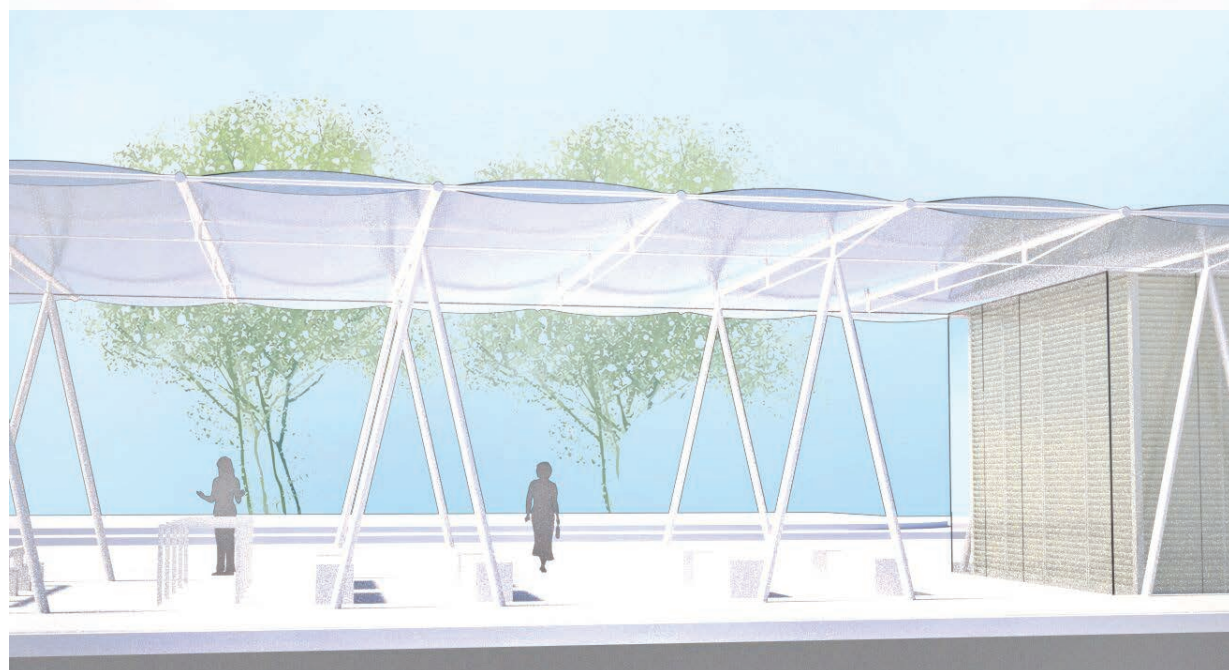
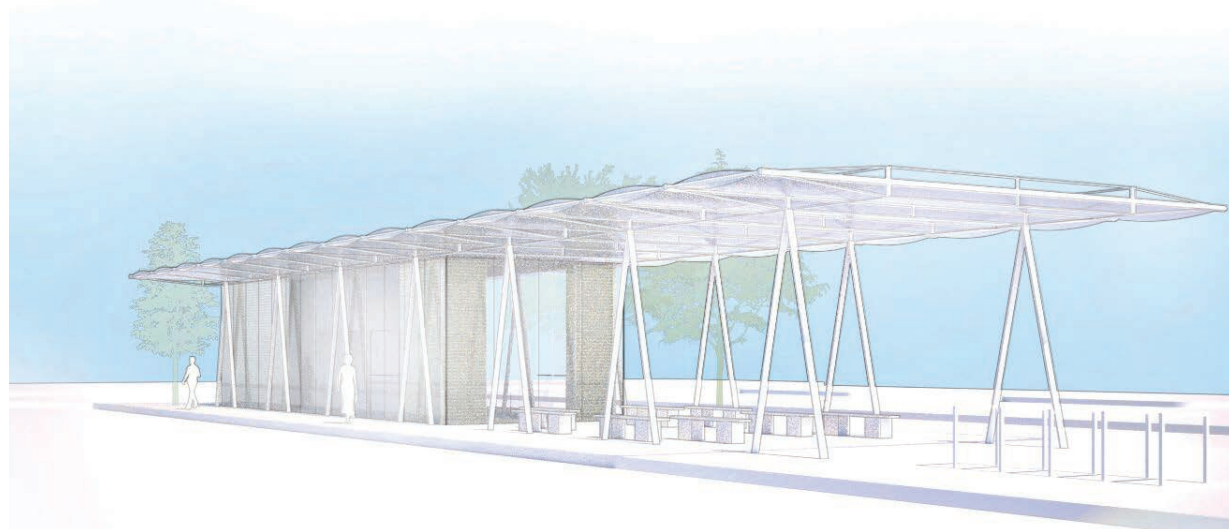
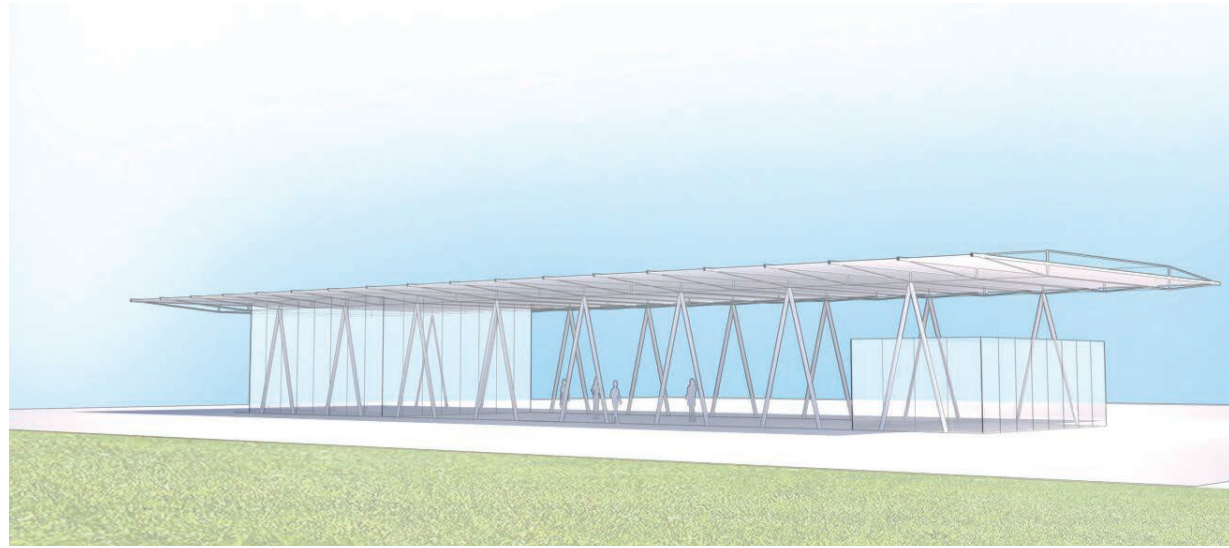


TRANSIT CONNECTIONS

- COUNTY CONNECTION BUS SERVICE
- T BR SHUTTLE & STOPS
- T BUS STOPS
- PROPOSED TRANSIT HUBS
- - - MASTER PLAN AREA

Fire Department access to all the blocks is integrated into the internal streets, providing safety and security for the residents while maintaining the human scale of the streets.

Along with existing transit stops, three additional Transit Centers will be built to accommodate public and shared transit options as more fully described in the Transit Centers section.

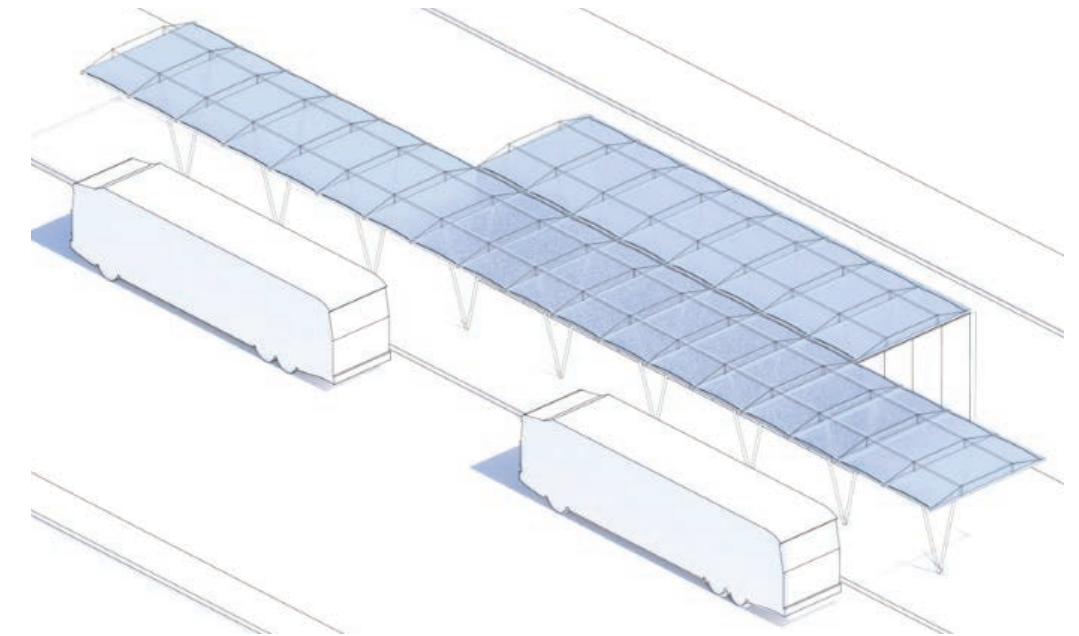
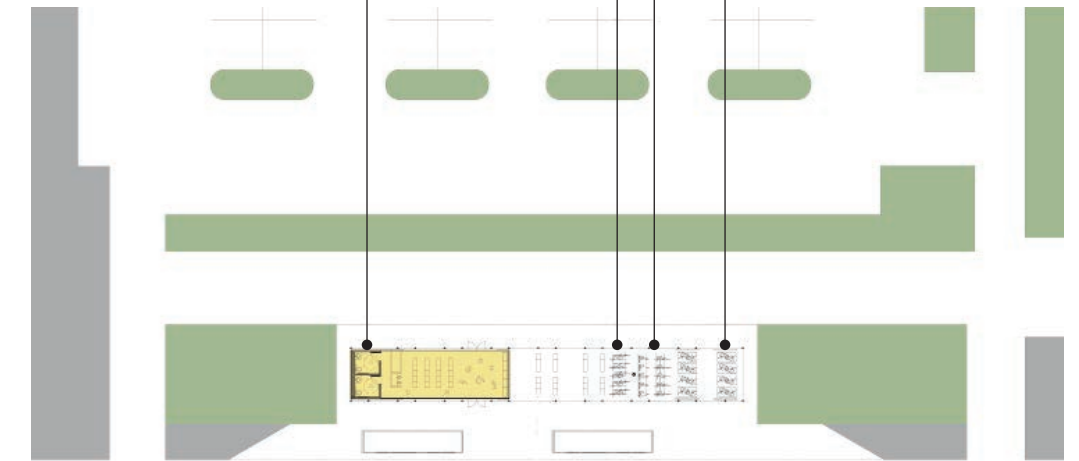


ENCLOSED BUILDING SPACE WITH 2 ADA ACCESSIBLE RESTROOMS, WATER FOUNTAIN/BOTTLE FILLER STATION, SERVICE LOCKERS, AND SEATING/STANDING AREA

E-BIKE/E-SCOOTER DOCKING

BIKE LOOP RACK

BIKE LOCKERS

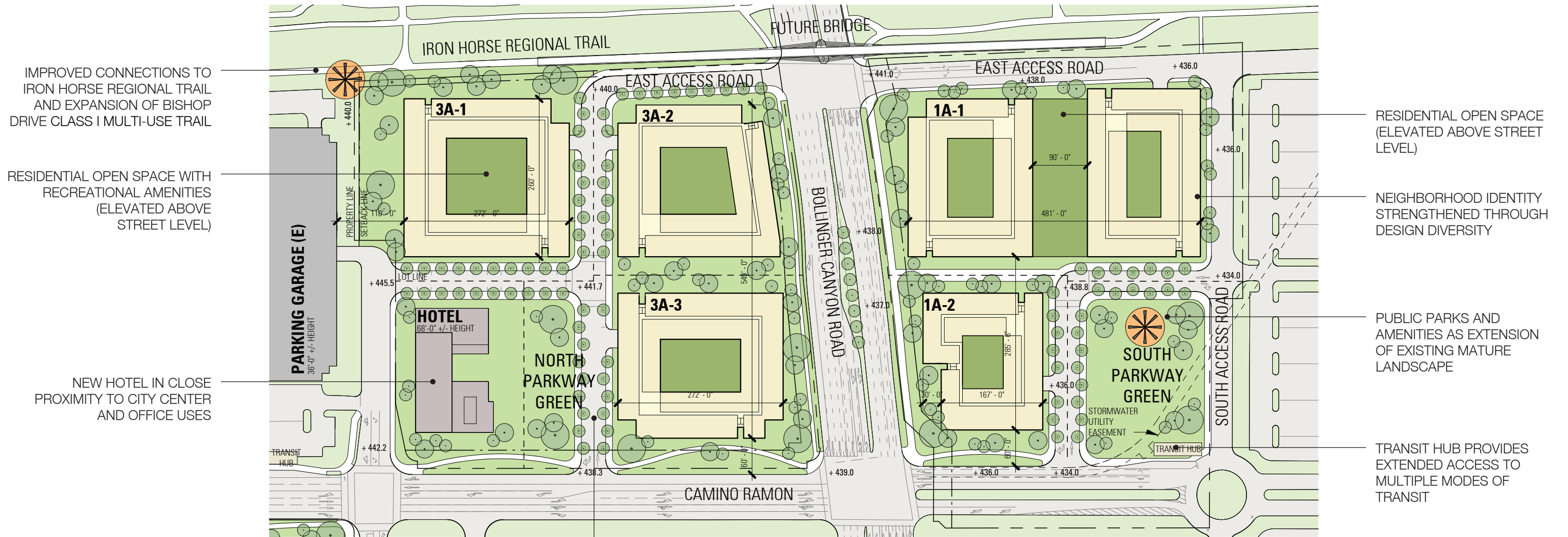


Transit Hubs

More than just a waiting area for the bus

Located adjacent to the primary streets, three conveniently located transit hubs will be integrated into the master plan to serve both the residential neighborhoods and the office community. The hubs will feature iconic architecture and will be built to accommodate multiple public and shared transit options including regional bus service, local shuttles, shared bikes and scooters as well car share services.

The Transit Hubs will include indoor and outdoor shaded seating, framed by landscape, and will accommodate e-deliveries options to provide an increased level of convenience to promote transit use by the residents, employees and visitors. The hubs provide a unified center for all types of transit in convenient locations for the each of the neighborhoods and the offices.



IMPROVED CONNECTIONS TO IRON HORSE REGIONAL TRAIL AND EXPANSION OF BISHOP DRIVE CLASS I MULTI-USE TRAIL

RESIDENTIAL OPEN SPACE WITH RECREATIONAL AMENITIES (ELEVATED ABOVE STREET LEVEL)

NEW HOTEL IN CLOSE PROXIMITY TO CITY CENTER AND OFFICE USES

RESIDENTIAL OPEN SPACE (ELEVATED ABOVE STREET LEVEL)

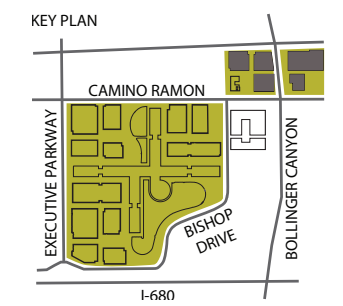
NEIGHBORHOOD IDENTITY STRENGTHENED THROUGH DESIGN DIVERSITY

PUBLIC PARKS AND AMENITIES AS EXTENSION OF EXISTING MATURE LANDSCAPE

TRANSIT HUB PROVIDES EXTENDED ACCESS TO MULTIPLE MODES OF TRANSIT

BR3A & BR1A NEIGHBORHOODS

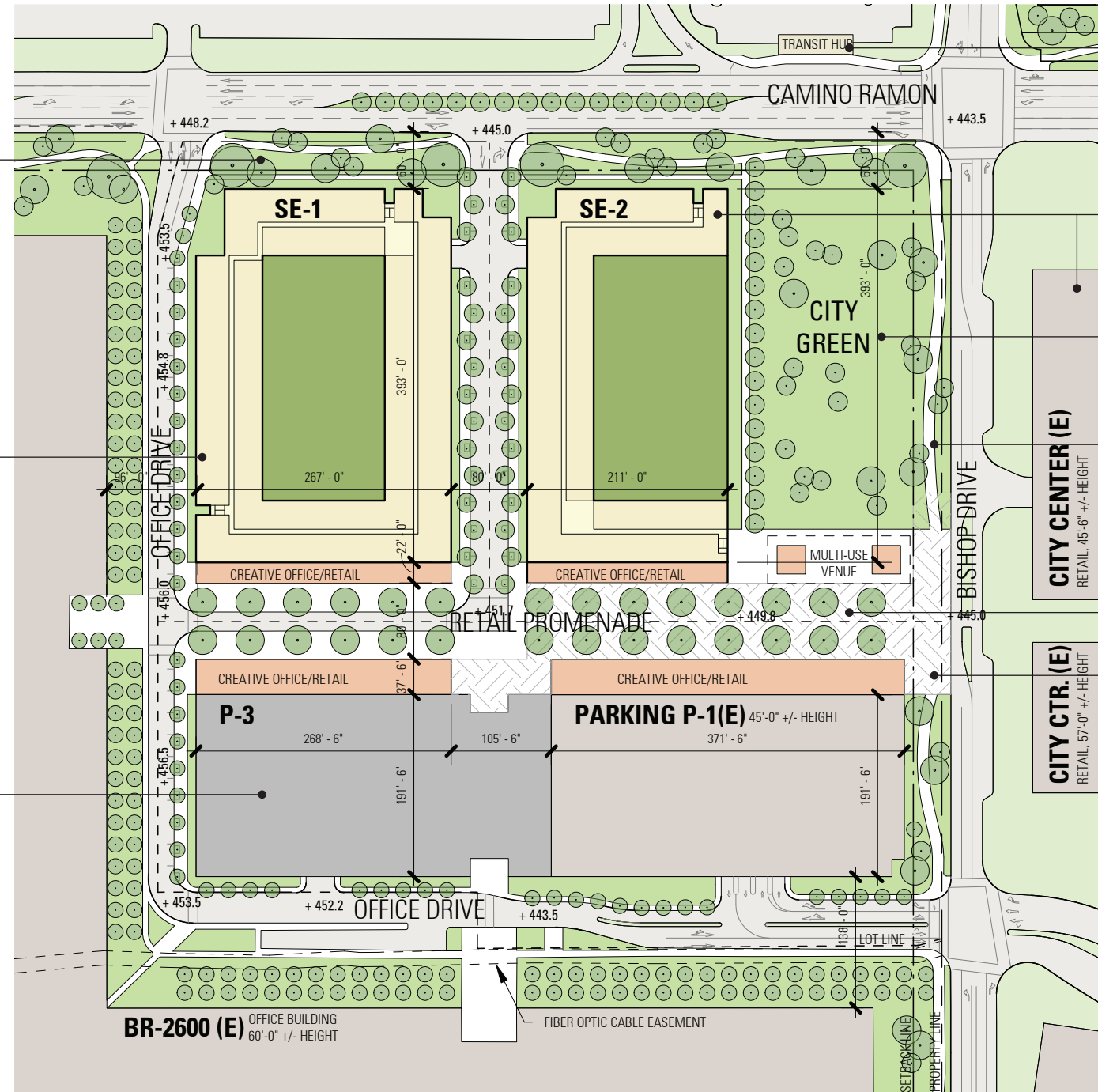
PEDESTRIAN ORIENTED TREE-LINED STREETS HELPING REDUCE GROUND LEVEL TEMPERATURES



EXISTING MATURE LANDSCAPING PRESERVED ALONG CAMINO RAMON WITH RESIDENTIAL NEIGHBORHOODS INSERTED

RESIDENTIAL ARCHITECTURE DESIGNED TO COMPLEMENT EXISTING ENVIRONMENT

NEW EXPANDED PARKING STRUCTURE REPLACES SURFACE PARKING



BR2600 SE NEIGHBORHOOD

TRANSIT HUB PROVIDES EXTENDED ACCESS TO MULTIPLE MODES OF TRANSIT

HOUSING IN CLOSE PROXIMITY TO JOBS AND AMENITIES, INCLUDING CITY CENTER BISHOP RANCH

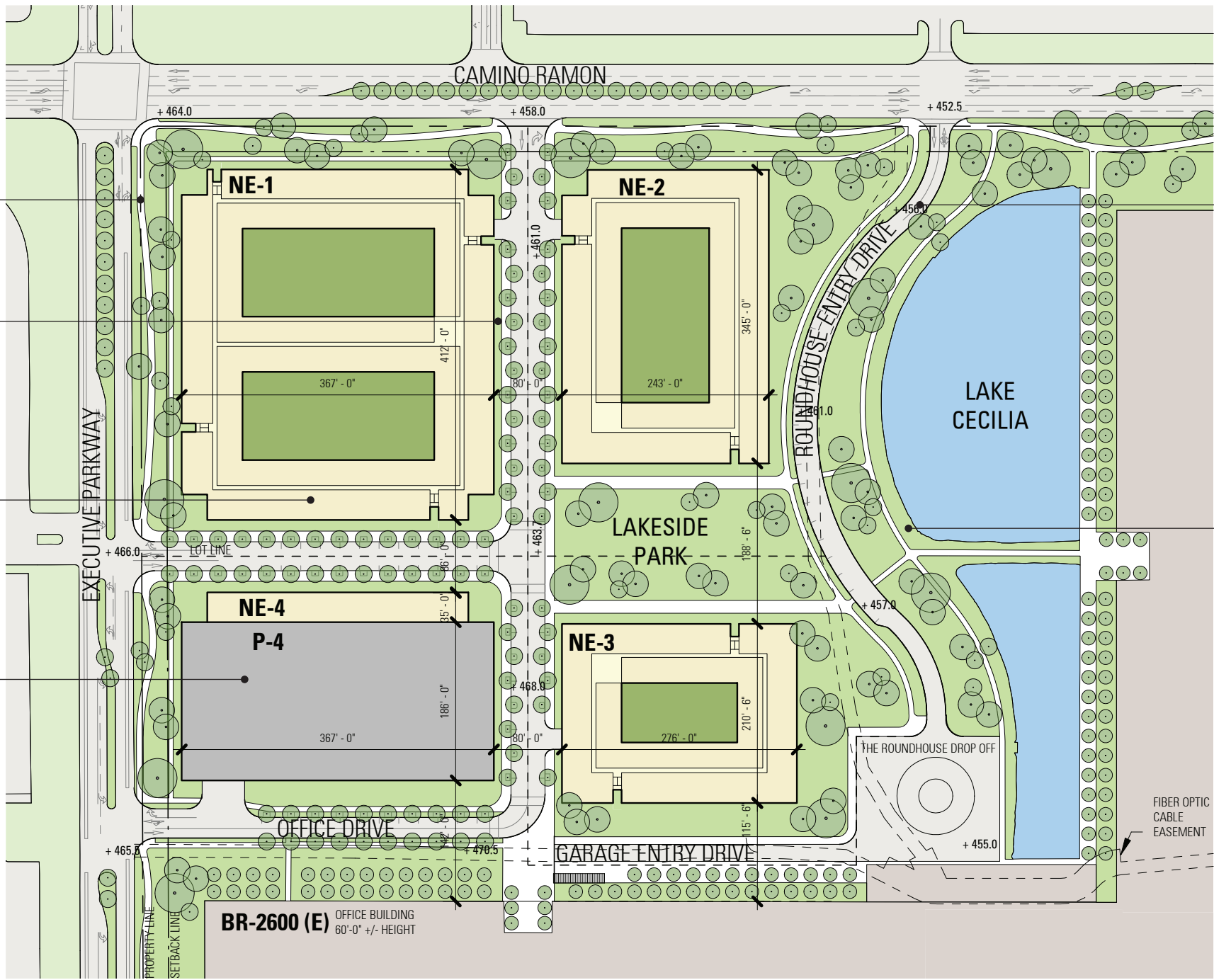
COMMUNITY PARK SUPPORTS SOCIAL GATHERINGS, SPECIAL EVENTS AND DAILY ACTIVITIES

PEDESTRIAN- AND BICYCLE-FRIENDLY INFRASTRUCTURE ENHANCE COMMUNITY'S OVERALL DESIRABILITY AND ACCESS

PEDESTRIAN ONLY EXTENSION OF CITY CENTER AVENUE

EXPANDED PUBLIC PLAZA AREAS TO ENHANCE CONNECTION TO OUTDOORS





BR2600 NE NEIGHBORHOOD

EXPANSION OF SEPARATED BIKE PATH

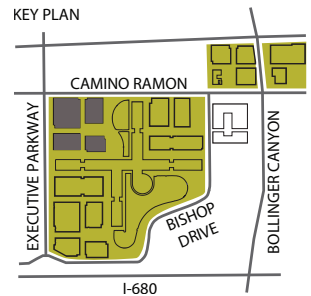
RESIDENTIAL STOOPS CREATE INTIMATE PEDESTRIAN-ORIENTED STREETS

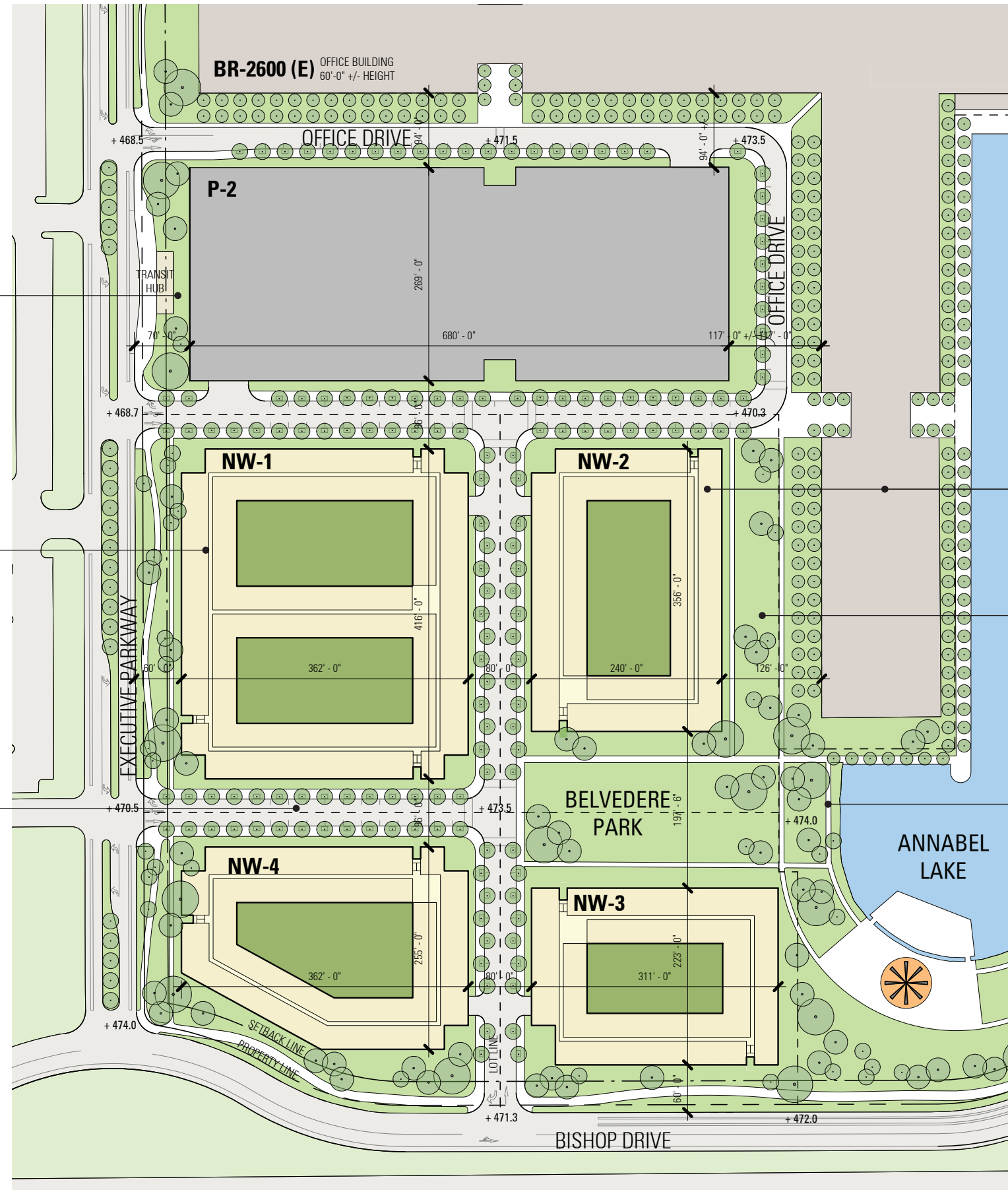
RESIDENCES IN CLOSE PROXIMITY TO JOBS

NEW OFFICE PARKING STRUCTURE REDUCING SURFACE PARKING AND SUPPORTING PEDESTRIAN ORIENTED STREETS

RELOCATED STREET ENHANCES WALKABILITY, VIEWS, AND OVERALL CHARACTER

OPEN SPACES ESTABLISH PARKWAY SYSTEM PROMOTING WALKABILITY AND CONNECTIONS BETWEEN NEIGHBORHOODS





TRANSIT HUB PROVIDES EXTENDED ACCESS TO MULTIPLE MODES OF TRANSIT

WORKFORCE HOUSING IN CLOSE PROXIMITY TO JOBS

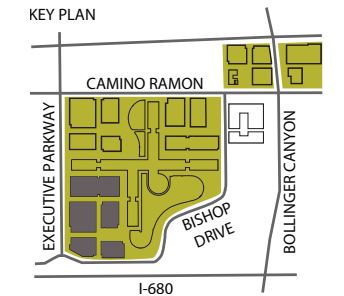
GREEN STREETS IMPROVE EFFICIENCY AND FLOW OF VEHICULAR CIRCULATION

NEIGHBORHOODS DESIGNED TO BLEND SEAMLESSLY WITHIN BISHOP RANCH'S EXISTING BUILDINGS AND STREETS

EXPANDED OUTDOOR SPACES

NEW PEDESTRIAN AND BICYCLE TRAILS EXPAND EXISTING PATHS PROMOTING EXERCISE AND HEALTHY LIFESTYLES

BR2600 NW NEIGHBORHOOD



**PROJECT VIEWS FROM THE COMMUNITY:
Twin Creeks, East Hillside & I-680**

The composite images here show the project context from three points of view. Each view is shown on the left page in the current, pre-development condition and the right page shows the fully developed project in its context.

View 1 shows a view from west of the site in the Twin Creeks neighborhood. The view is taken from the hillside. In views taken from the neighborhood lower down, the project is obscured by structures, vegetation, or topography.



View 1 - Twin Creeks - Before



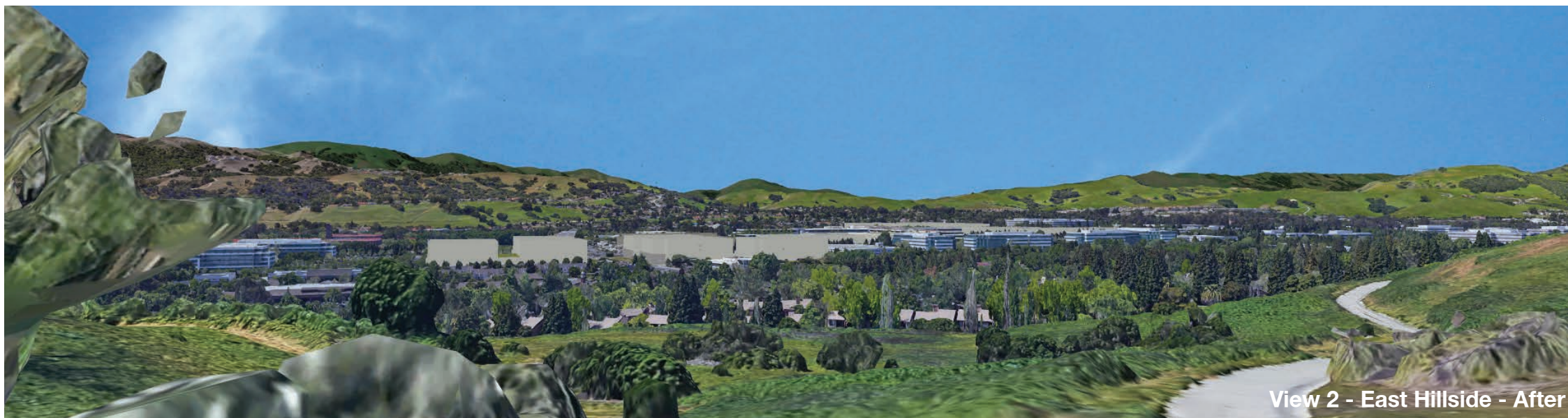
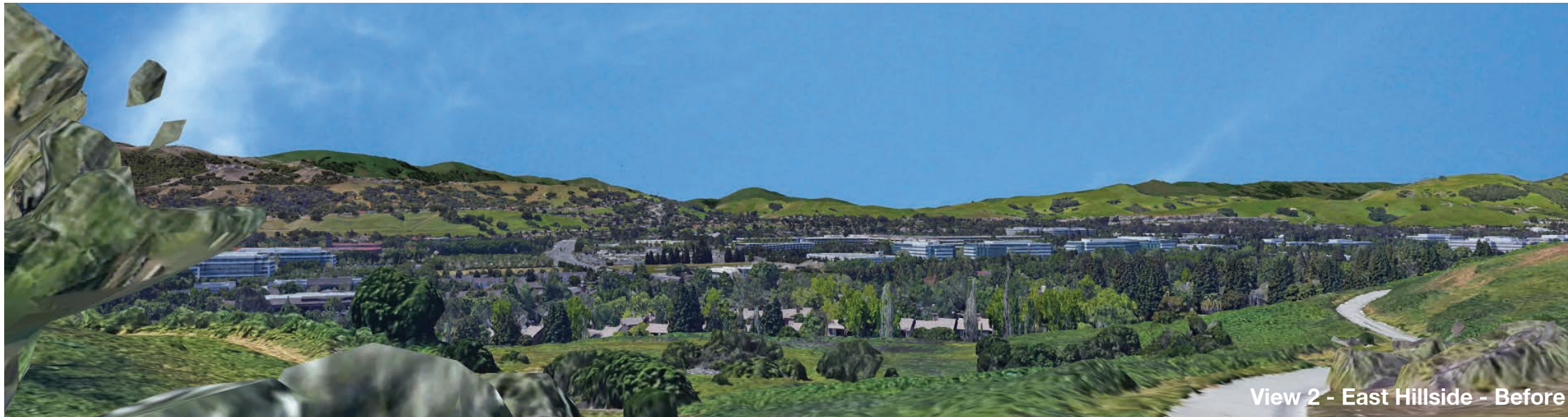
View 1 - Twin Creeks - After



View 1 - Twin Creeks Overview

East Hillside

View 2 shows a view from a hillside in the Eastern Hills neighborhood. Similar to View 1, in views taken from the neighborhood lower down, the project is obscured by structures, vegetation, or topography.





View 3 - Before - I-680

View 3 - I-680 - Before



View 3 - I-680 - After

I-680

View 3 is a view from a car traveling north on I-680 freeway. The edges of the freeway are heavily vegetated and obscure the project until the viewer is quite close to the project site and then only the upper floors of westernmost buildings in the BR2600 NW quadrant are visible.



View 3 - I-680 Overview



Sustainability Objectives

A holistic approach to sustainability is fundamental to the City Center Mixed-use Master Plan

People spend most of their lives inside buildings. How buildings are built and used has an enormous effect on people's health and quality of life. To maintain a healthy lifestyle for the residents and to have the least environmental impact, buildings will be designed around a suite of integrated sustainable design systems and strategies. From the types of plants that are selected to the use of carbon sequestering structural materials and the use of high performance mechanical systems that create the highest level of indoor comfort while using the least amount of energy, all systems will be designed with people and the planet in mind.

Organizational concepts for a number of strategies have been integrated into the Master Plan and drive its design, including the following:

Transportation and mobility planning reduces vehicle miles traveled

Planning for pedestrian, bicycle and automobile transit and movement has been carefully integrated with the existing local and regional systems to reduce traffic congestion and provide people with greater mobility choices and closer transit connections. This reduces traffic in the area and the carbon generated by the use of fossil fuels. The design of the neighborhoods encourages walking.

Increased landscape areas created with structured parking replacing impervious surface parking

Areas that were previously large surface parking lots will now become mixed-use residential neighborhoods with landscaped courtyards and perimeter areas connected to a parkway system that provide access around the entire site. Streets within the community are lushly planted and have wide landscaped setbacks which provides habitat for beneficial species of insects. Sidewalks with gardens and stoops connect the residences to the street. These landscaped zones provide a continuous connection to nature for the residents of the community.

Energy efficiency is increased through thoughtful building massing, orientation and facade design

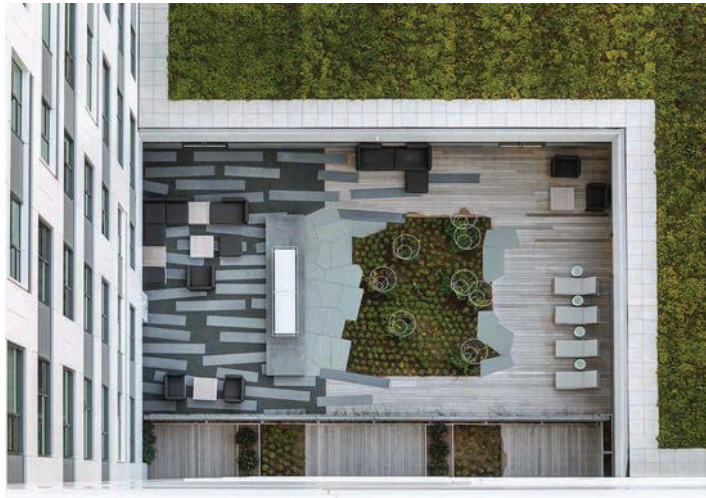
Orientation of the buildings provide equal access to daylight and fresh air currents to as many residences as possible. Residential buildings have narrow floors that allow sunlight to penetrate deep into the units. All the buildings are planned around courtyards so that all units have views of either courtyards or street life.

Window placement and size will account for building orientation to take the best advantage of the daylighting as well as natural wind currents for ventilation and passive cooling. Shading of those windows will block unwanted summer sun and allow winter sun to penetrate into the building. Building envelopes – walls, windows, and roofs, will be highly insulated to keep the interior cool in summer and warm in winter.

Energy efficiency is optimized through a combination of high-efficiency and passive strategies

The best way to save energy is to rely heavily on passive systems like daylighting, natural ventilation and solar thermal hot water. Utilizing daylight rather than artificial light saves energy and makes for a healthier indoor environment. Natural ventilation and cooling is harnessed to reduce the need for mechanical heating and cooling. Hot water generation uses the most energy in multifamily residential buildings. Solar thermal hot water systems will be employed to provide water heated by the sun.

Once passive systems have been explored, the highest efficiency active systems will be studied to permit residents to maintain reasonable comfort levels inside their units. As an example, all-electric and highly efficient heat pumps will be studied and considered which will allow the required energy to come from a combination of on-site generated and grid supplied power.



Sustainability Objectives Continued

A holistic approach to sustainability is fundamental to the City Center Mixed-use Master Plan

Low Carbon and Healthy Building Materials contribute to improved indoor air quality, improved comfort and reduce the carbon impact of the buildings.

The use of cross-laminated timber (CLT) and other mass timber or engineered wood systems will be explored for the primary building structure. These systems have the advantage of sequestering carbon in the wood used, and producing a building that has a lower carbon footprint than one constructed from all steel or concrete. It has an added advantage of creating beautiful interior spaces with exposed wood, providing another connection to nature for the residents. Other materials will be required to have no toxic elements, be recyclable, and when possible, made from recycled materials. Local materials will have preference over those brought from long distances.

Low Water Use

In addition to lower irrigation water use through the use of drought tolerant planting, building plumbing will use high-efficiency fixtures. Where possible grey water systems from stored rainwater, and stored runoff from showers, laundry, and dishwashing will be used to flush toilets

Indoor Environmental Quality

All of the strategies and materials discussed above come together to produce a high-quality indoor environment. By providing good access to daylight and fresh air, providing stable temperatures and humidity, eliminating toxins, and a connection to nature, a healthy and humane environment is created.

Landscape design conserves water and promotes a vibrant habitat

Indigenous, drought tolerant, plants are preferred in the landscape design. They require less irrigation, have better resistance to pests and drought and support the local biome. The landscape will be designed to create beneficial microclimates which provide localized cooling for outdoor areas. An integrated pest management system will be instituted to enhance the resilience of the plants and reduce or eliminate pesticides. Rainwater will be controlled and treated in on-site rain gardens and swales among other integrated design options.

Connections to the outdoors increases human health and wellness for the residents

Plants and trees permeate the master plan. Landscape surrounds all of the buildings and provides a buffer between adjacent sites. All residential units have views of the surrounding landscape or lush courtyards and access to the network of bike and pedestrian paths which provide exercise opportunities for residents and visitors alike.

These and other strategies taken together create a sustainable framework to guide the development of the master plan area within the already rich San Ramon community. Additional detailed measures at the building level focus on human health and the creation of a healthy and vibrant environment - one of the primary objectives in the vision for the new residential communities within the City Center mixed-use area.



Architectural Character

Unique architecture for each neighborhood

Architectural design has purposely played an important role in establishing the character and sense of place at Bishop Ranch. While the architecture of each group of office buildings has subtle differences, they share an aesthetic that is harmonious and makes them unique to Bishop Ranch. Through the use of a similar color material palette, the designs are purposely modern and timeless to ensure they age well.

The new architecture and massing of the hotel and residential buildings, in the master plan area, must coexist harmoniously with both the existing office buildings and the iconic modern character of City Center Bishop Ranch. As neighborhoods are built the residential buildings will form the dominant architectural design aesthetic at Bishop Ranch.

Due to their residential use the fenestration of the buildings will be different from the office buildings. The goal for the residential buildings is to create a unique architectural design for each building yet deploy similar design criteria that allow them to live harmoniously adjacent to one another and to create an overall unified sense of place for both the individual neighborhoods and the larger master plan area.

Overall guiding design principles for the master plan area include the following:

- Building massing geometry will be simple and well proportioned.
- A compatible palette of materials will be used providing for individual building design diversity while fitting into the overall character of each neighborhood.
- The number of building materials on each facade will be limited to establish a calm elegance in the design.
- Window patterns will use symmetry and consistency to create elegant facades.
- Through thoughtful design the auto arrival experience into the garages will be positive. In addition the integration of the garage entries will be designed to enhance the building facade rather than detract from it.
- The building design will communicate a sophisticated, urbane character.
- Building designs will recall classic modernism and timelessness. Trendy, contemporary design will be avoided.
- Although the buildings will be built in a commercial setting the architectural design will convey the sense and feeling of “home” for the residents.

The selected images here show a range of styles and reflect the aspirations for the project and the level of quality and detail to be expected.



UTILITIES AND CONNECTIONS:

Expanding existing systems

BR2600 is bound by Executive Parkway to the north, Camino Ramon to the east, and Bishop Drive to the south and to the west. BR3A is bound by Bishop Drive and BR3 to the north, Iron Horse Trail to the east, Bollinger Canyon Road to south, and Camino Ramon to the west. BR1A is bound by Bollinger Canyon Road to the north, Iron Horse Regional Trail to the east, BR1 to the south and BR1B to the west.

Water Supply – Potable

East Bay Municipal Utility District (EBMUD) provides potable water to the City of San Ramon and the project site through a series of main lines of various sizes and materials. Executive Parkway has an 8-inch diameter water main, Bishop Drive has an 8-inch diameter water main, Camino Ramon has a 12-inch diameter water main, and Bollinger Canyon Road has a 16 inch diameter water main. There are approximately 12 public fire hydrants on the project frontage that will serve the project. Within the BR2600 site there are various private fire hydrants for the protection of the office building.

Although existing infrastructure will be preserved to the extent feasible, on-site distribution lines and service laterals within the site will need to be relocated or removed to accommodate the proposed redevelopment. The project would install new service connections for the proposed redevelopment to the existing potable water mains owned and operated by EBMUD within the public right-of-way.

Water Supply – Recycled

East Bay Municipal Utility District (EBMUD) provides recycled water to the City of San Ramon and the project site through a series of main lines of various sizes and materials. Iron Horse Regional Trail has a 16-inch diameter main installed in 2005. Bollinger Canyon Road has a 16-inch main from the trail to Camino Ramon installed in 2005.

The development proposes to reuse the existing services for irrigation to the extent feasible. Upgraded irrigation service laterals will be determined based on site conditions and project needs during the specific planning and building permit phase.

Sanitary Sewer

The Central Contra Costa Sanitary District (Central San) provides sanitary sewer services to the City of San Ramon and the project site through a series of sewer main lines of various sizes and materials. Bishop Drive west of BR2600 has a 12-inch sanitary sewer main line that flows from south to north starting at the manhole to the northwest of the Marriott property to a manhole at Executive Parkway. At this manhole the line is increased from a 12-inch to a 15-inch diameter line and flows east past the main line in Camino Ramon and connects to a manhole near the south east of BR7. The line changes from a 15-inch to a 30-inch and flows northerly along the Iron Horse Regional Trail.

Bishop Drive south of BR2600 has an 8-inch sanitary sewer main that increases to a 10-inch main as it flows east to west and connects to a manhole in Camino Ramon. Camino Ramon has a 10 inch sanitary sewer main that flows from north to south towards Bollinger Canyon Road. The 10 inch line connects to a manhole on Bollinger Canyon Road.

Bollinger Canyon Road has a 10-inch main that flows from the Camino Ramon intersection manhole easterly towards a manhole near the Iron Horse Regional Trail crossing. At the trail manhole the main increases to a 12-inch diameter line and heads southerly along the south side of the trail right-of-way. Sanitary sewer mains eventually lead to Central San's treatment plant located in Martinez.

The new onsite sanitary sewer systems will connect to the existing sanitary sewer mains surrounding the development sites reusing existing laterals where feasible.

Dry Utilities

Electricity and gas will be provided by Pacific Gas and Electric Company (PG&E). Existing underground electrical and gas facilities are located along Executive Parkway, Camino Ramon, Bishop Drive, and Bollinger Canyon Road.

At BR3A, PG&E has a 10-foot wide easement and 10-foot wide public utility easement along the Camino Ramon frontage. Along the Bollinger Canyon Road frontage, PG&E has a 10-foot wide easement. Per the gas block map it appears the gas line is outside of this easement. Only potholing the facility will verify if the line resides within the easement.

Existing underground telecom facilities are located along Camino Ramon, Executive Parkway, Bishop Drive, and Bollinger Canyon Road. There is fiber optics line servicing the existing project site and the City of San Ramon through an easement on the BR2600 property.





Stormwater Management

The City of San Ramon provides storm drainage facilities to the project site through a series of main lines of various sizes and materials. Executive Parkway has a 60-inch diameter storm main and flows from west to east and connects to a manhole in Camino Ramon. Bishop Drive has various sized storm mains that start as a 24-inch at the west, increases to 30-inch, 36-inch, and finally a 54-inch main flowing from west to east that connects to a manhole in Camino Ramon. Camino Ramon has a 72-inch storm main that flows from north to south and connects to a manhole in Bollinger Canyon Road.

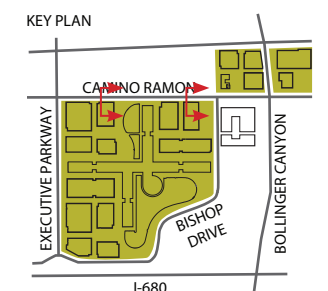
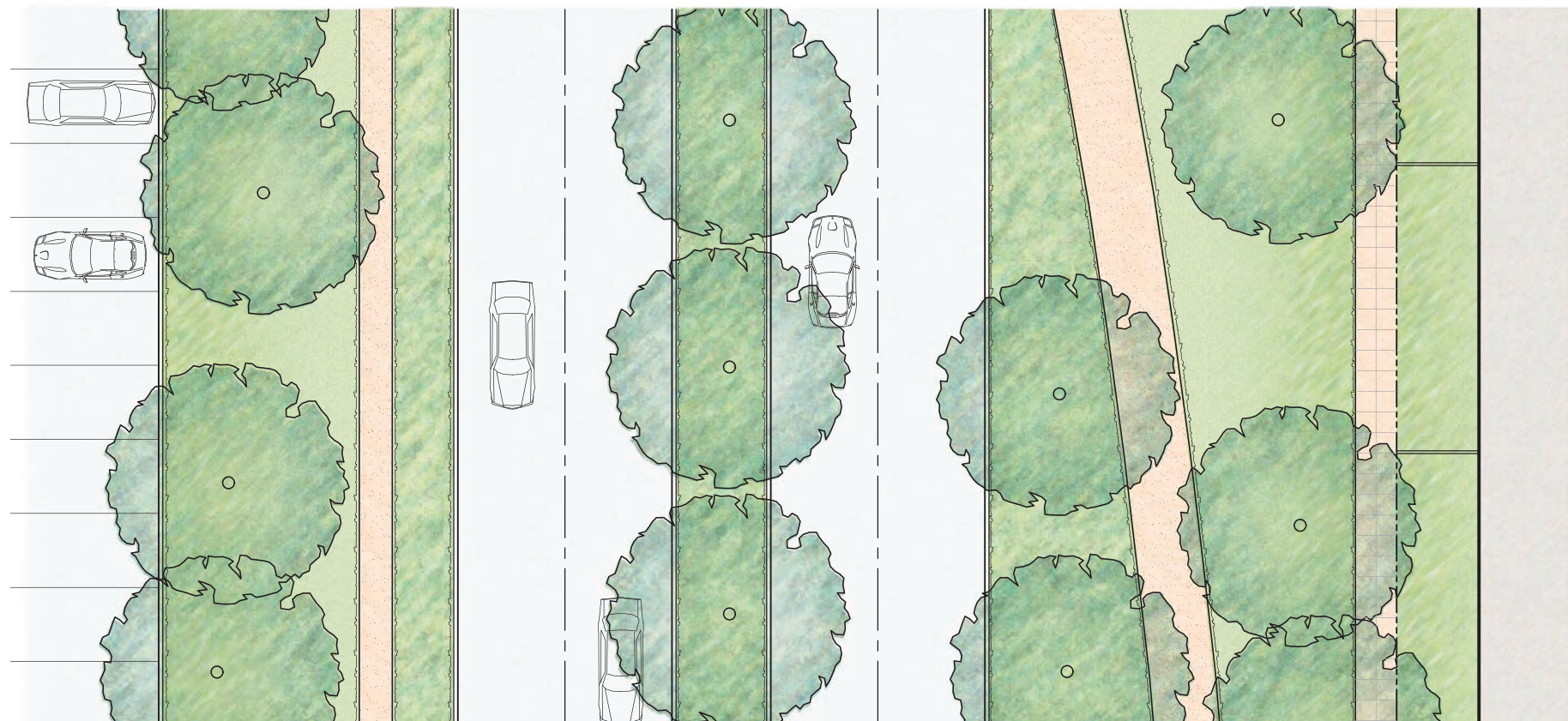
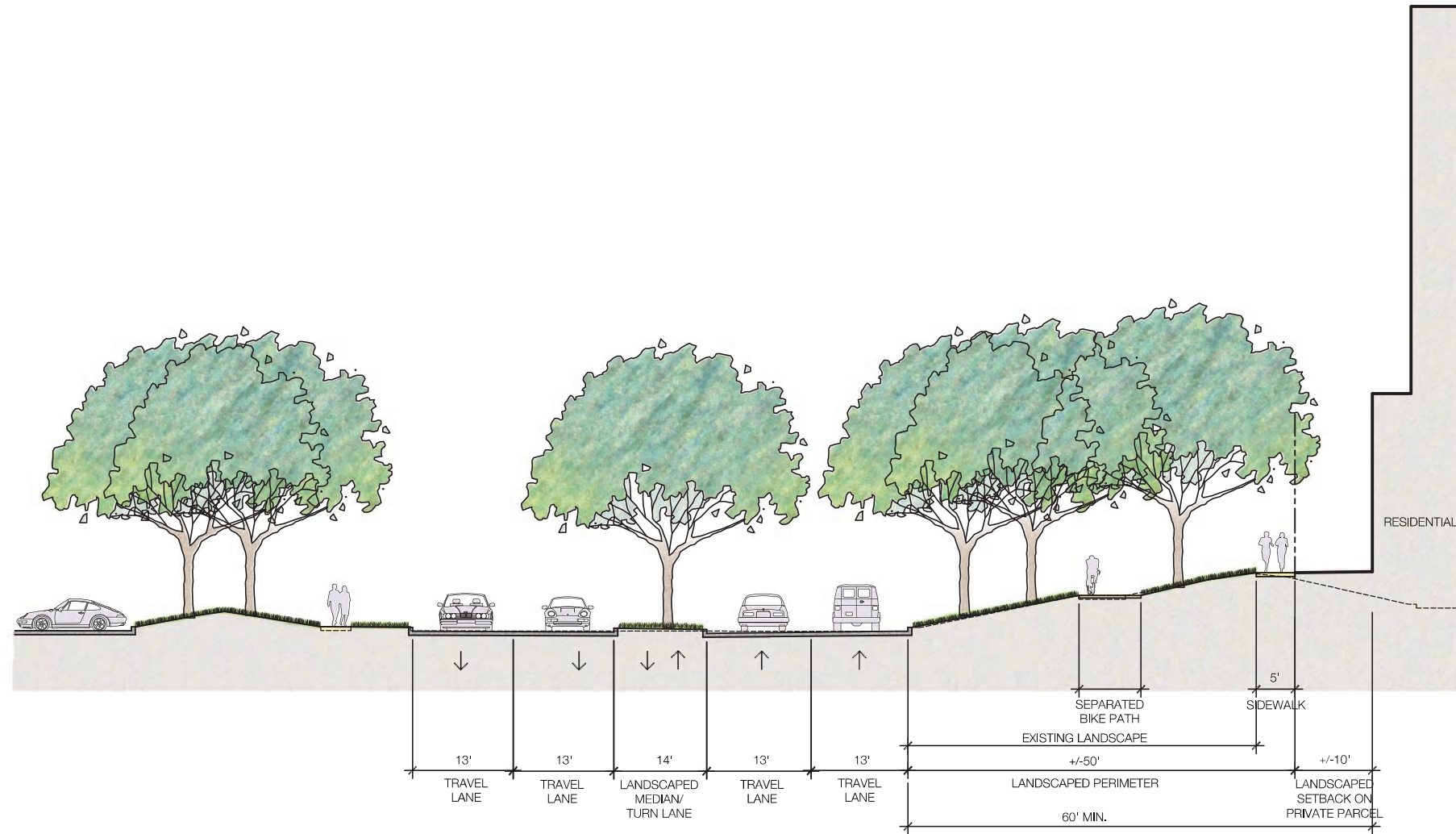
Adjacent to the Iron Horse Regional Trail BR3 and BR3A have a 10-foot wide storm drain easement that has a 36-inch diameter storm main that collects stormwater from the trail runoff, BR7 and BR9 north of Executive Parkway, BR3, and BR3A via catch basins. The storm line flows from north to south. At the Bollinger Canyon Road frontage, while still on private property, the storm line increases from 36-inches to 48-inches and flows west to connect to a catch basin in Camino Ramon.

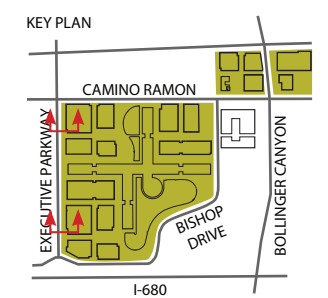
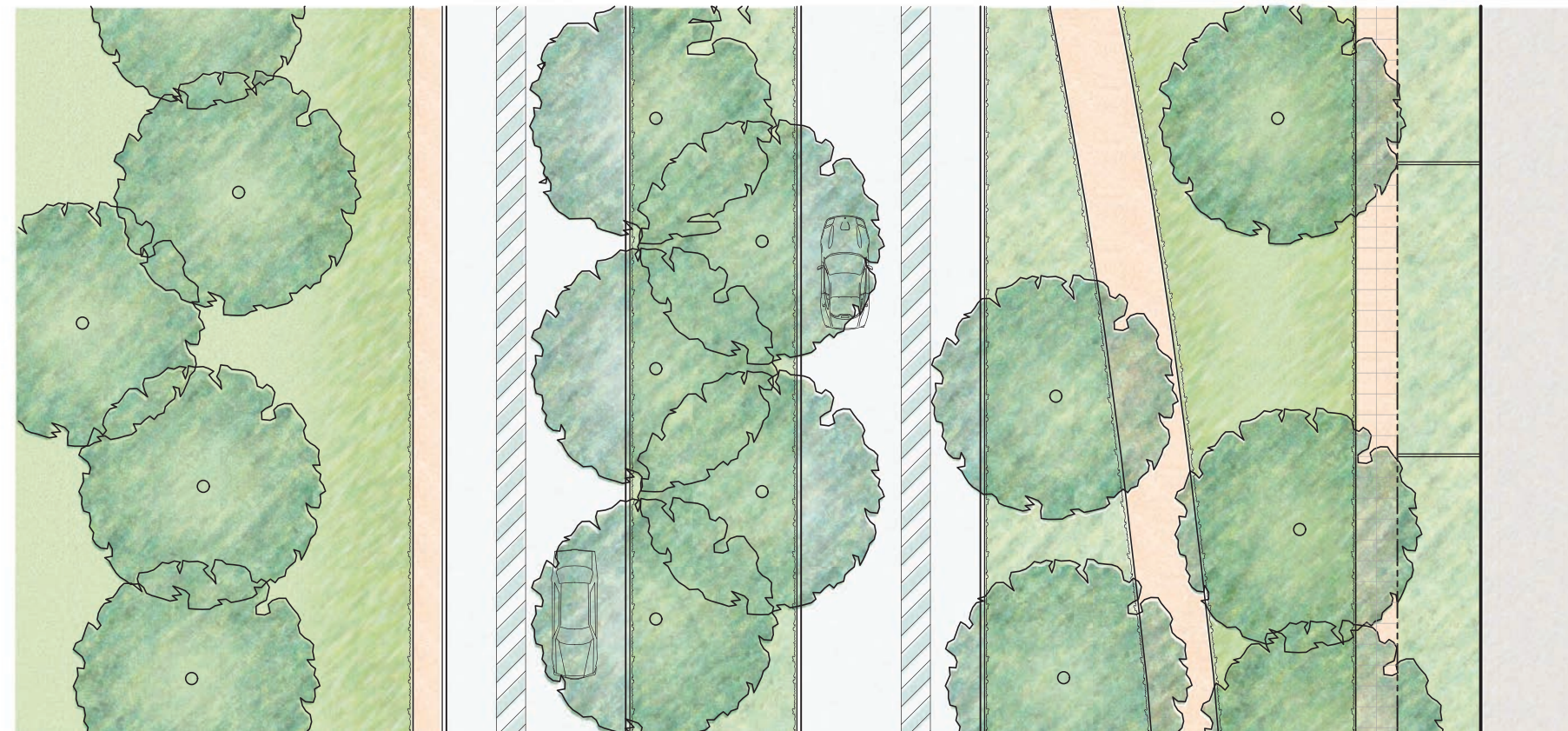
Bollinger Canyon Road has a 48-inch storm main west of Camino Ramon that flows from west to east and a 24-inch storm main east of Camino Ramon that flows from east to west, both connect to a manhole within Bollinger Canyon Road near the Camino Ramon intersection. The main line flows southerly into the privately owned BR1 in an 84-inch diameter main line within a 15-foot wide drainage easement that heads easterly towards the Iron Horse Regional Trail through the southern end of BR1A.

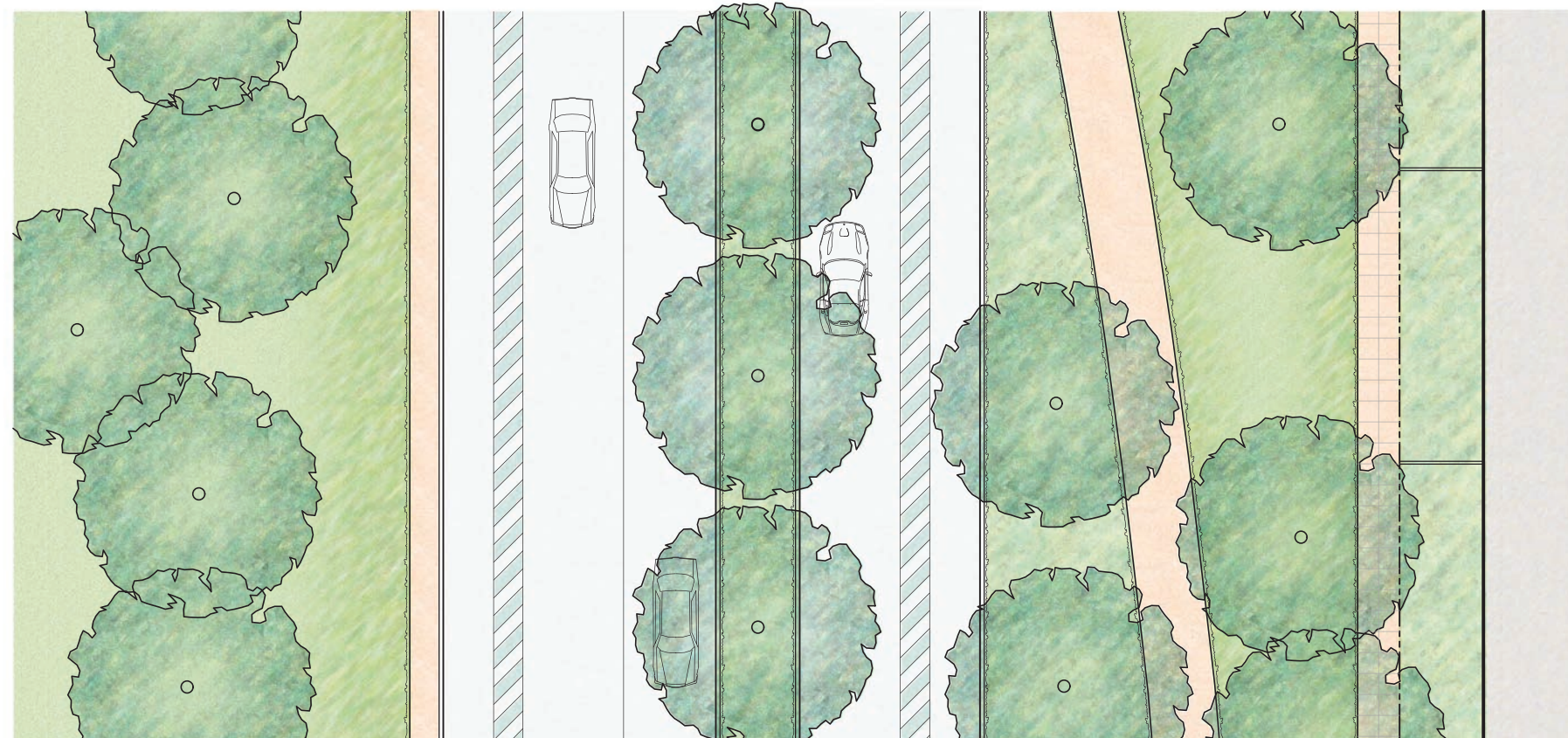
As the overall project (BR2600 NW, NE, and SE, BR3A, and BR1A) is greater than one acre the project will be required to comply with Provision C.3 of the Municipal Regional Stormwater Permit (MRP) in order to reduce post-construction stormwater pollutants and maintain pre-project flows. To comply with Provision C.3, the project will use Integrated Management Practices (IMP) that will implement Low Impact Development (LID) treatment facilities and flow-control facilities that may include any of the combination of the following: bioretention areas, flow through planters, pervious pavements, depressed landscaped areas, and green roofs in series with cisterns, vaults, and/or dry wells. After treatment the stormwater will be collected and piped into the existing storm systems surrounding the development sites.

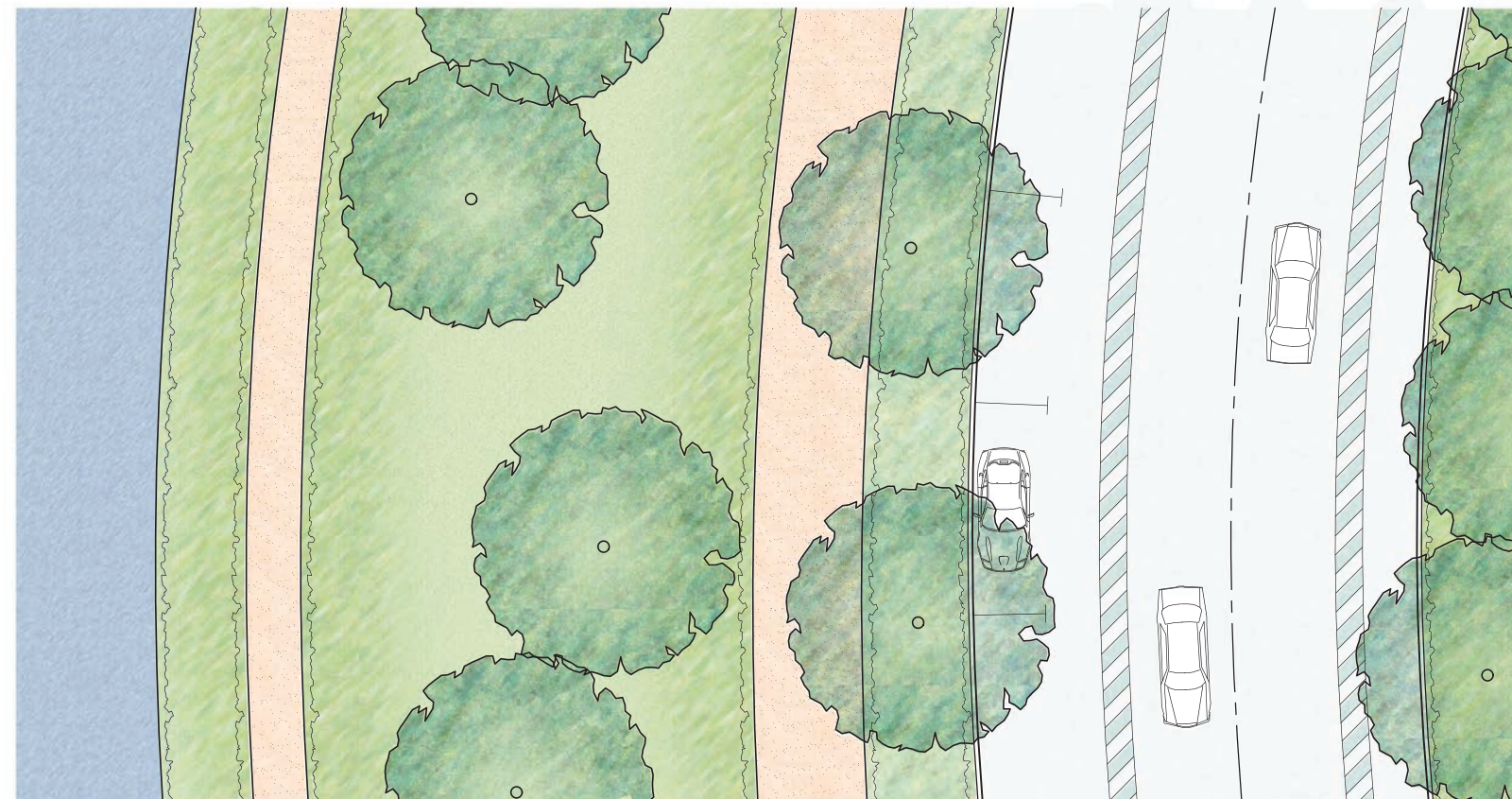
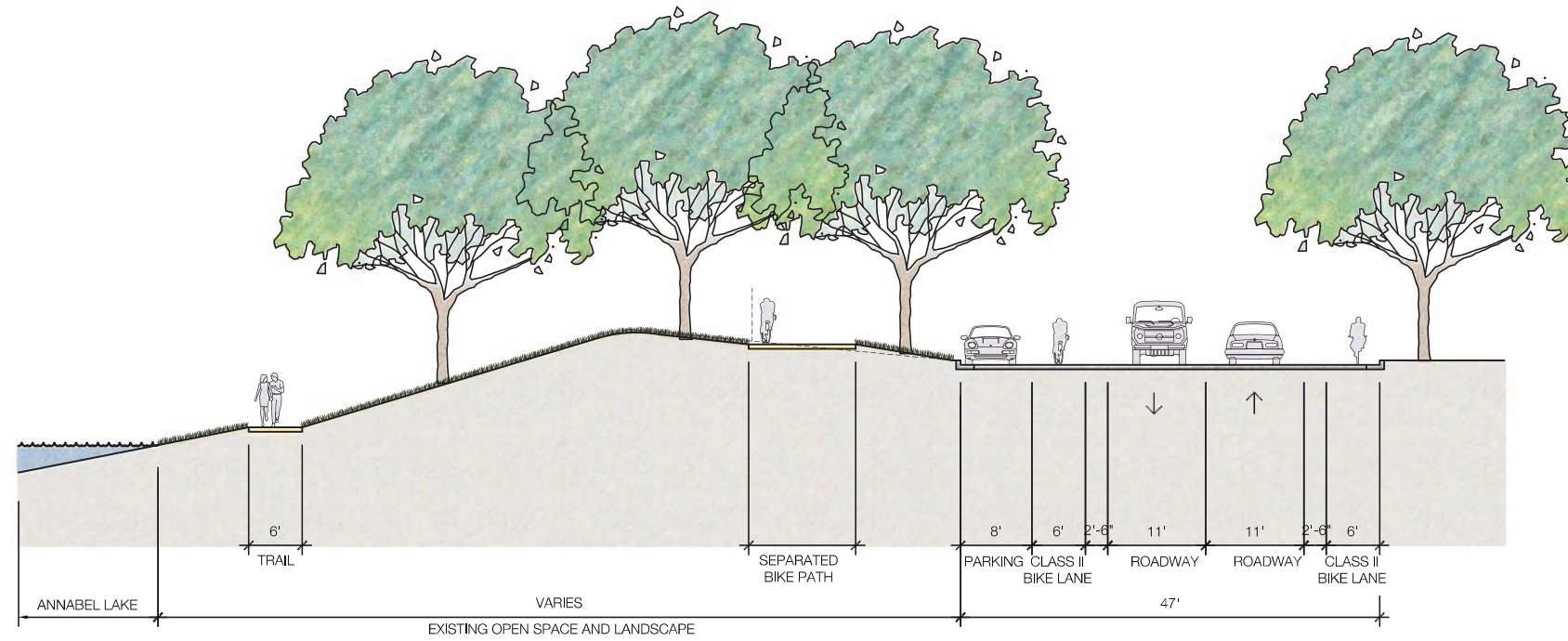
Existing drainage patterns will be maintained at each site to the greatest extent feasible.

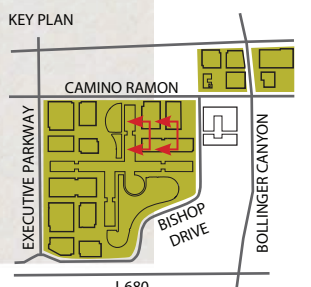
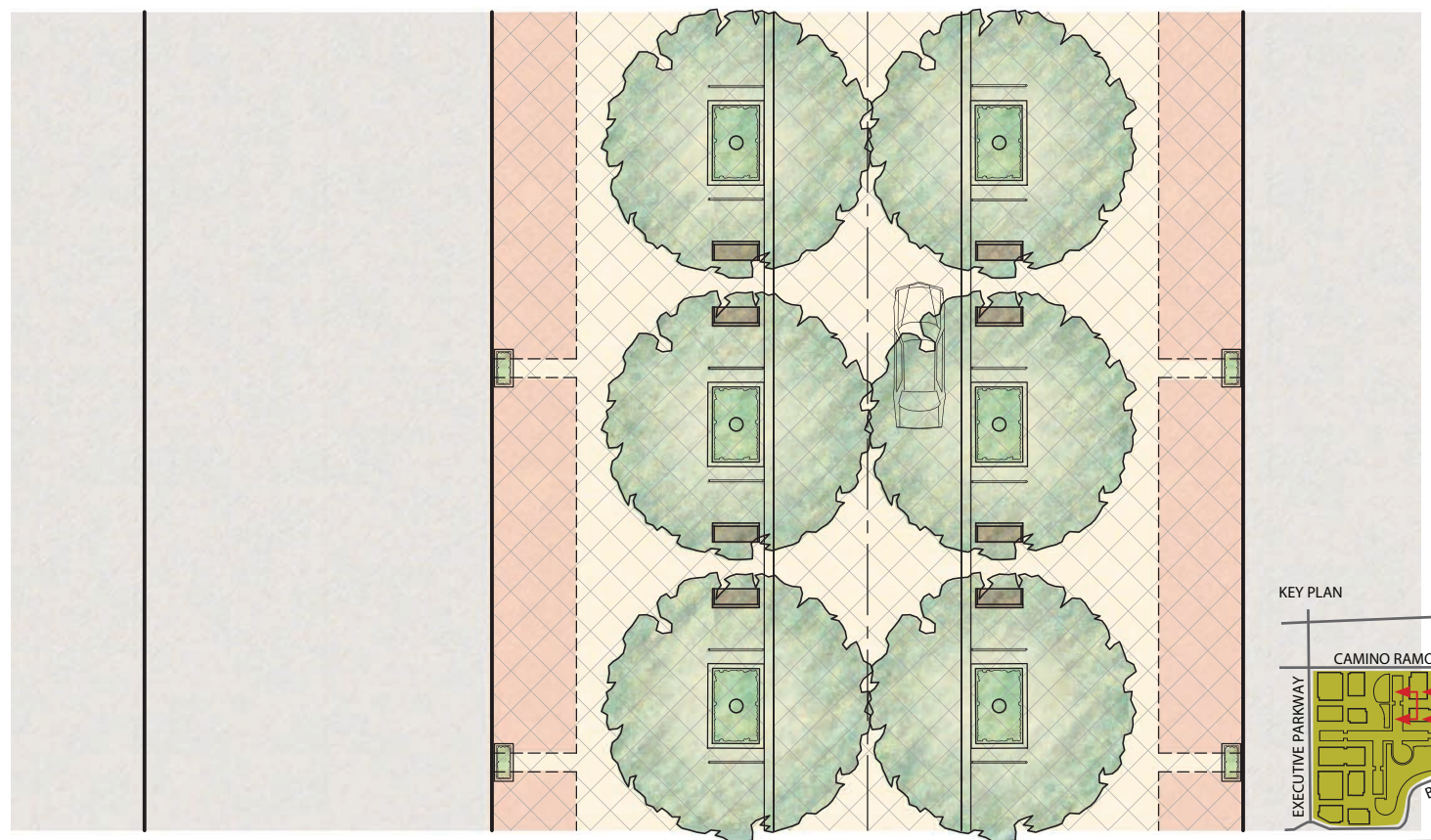
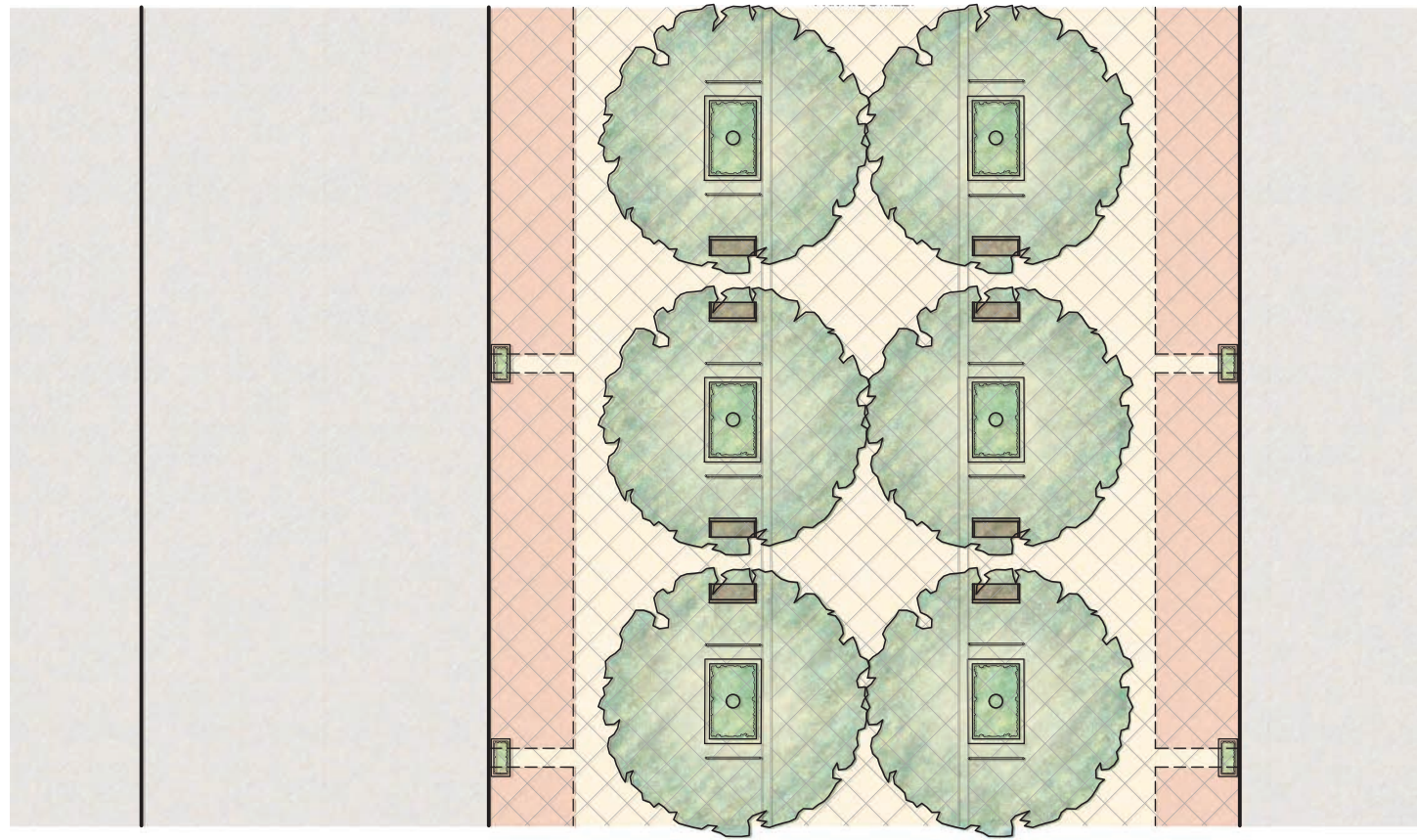
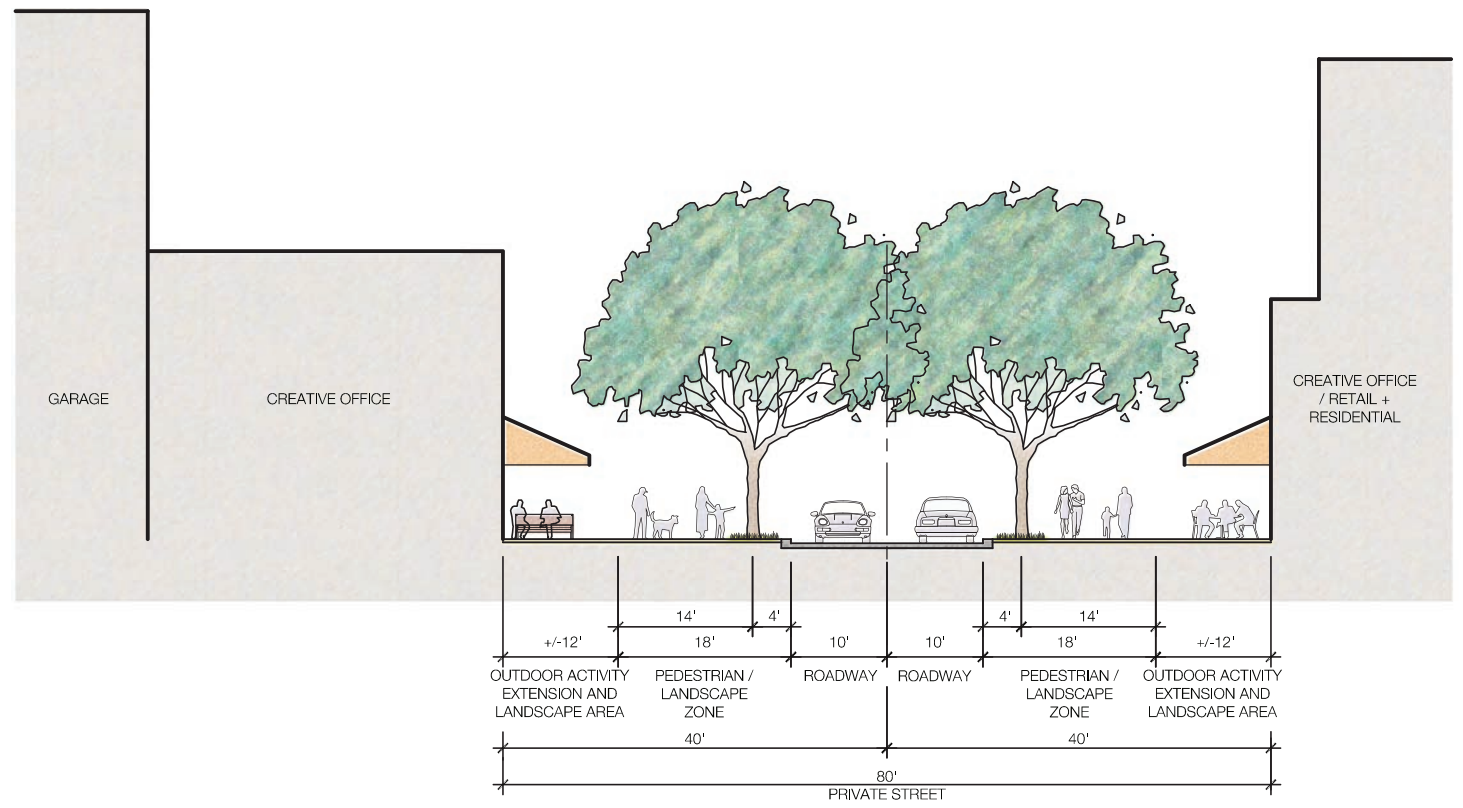
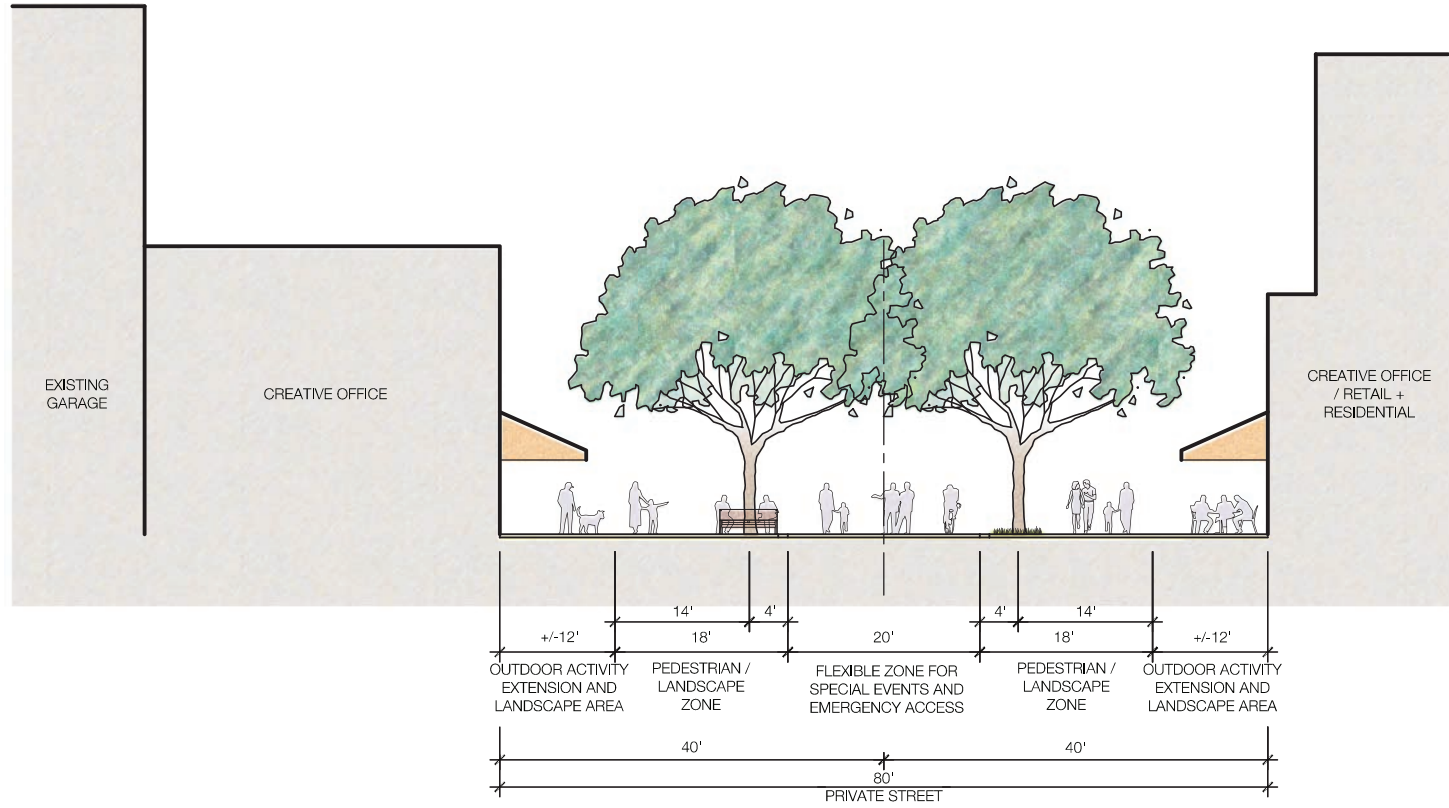
APPENDIX

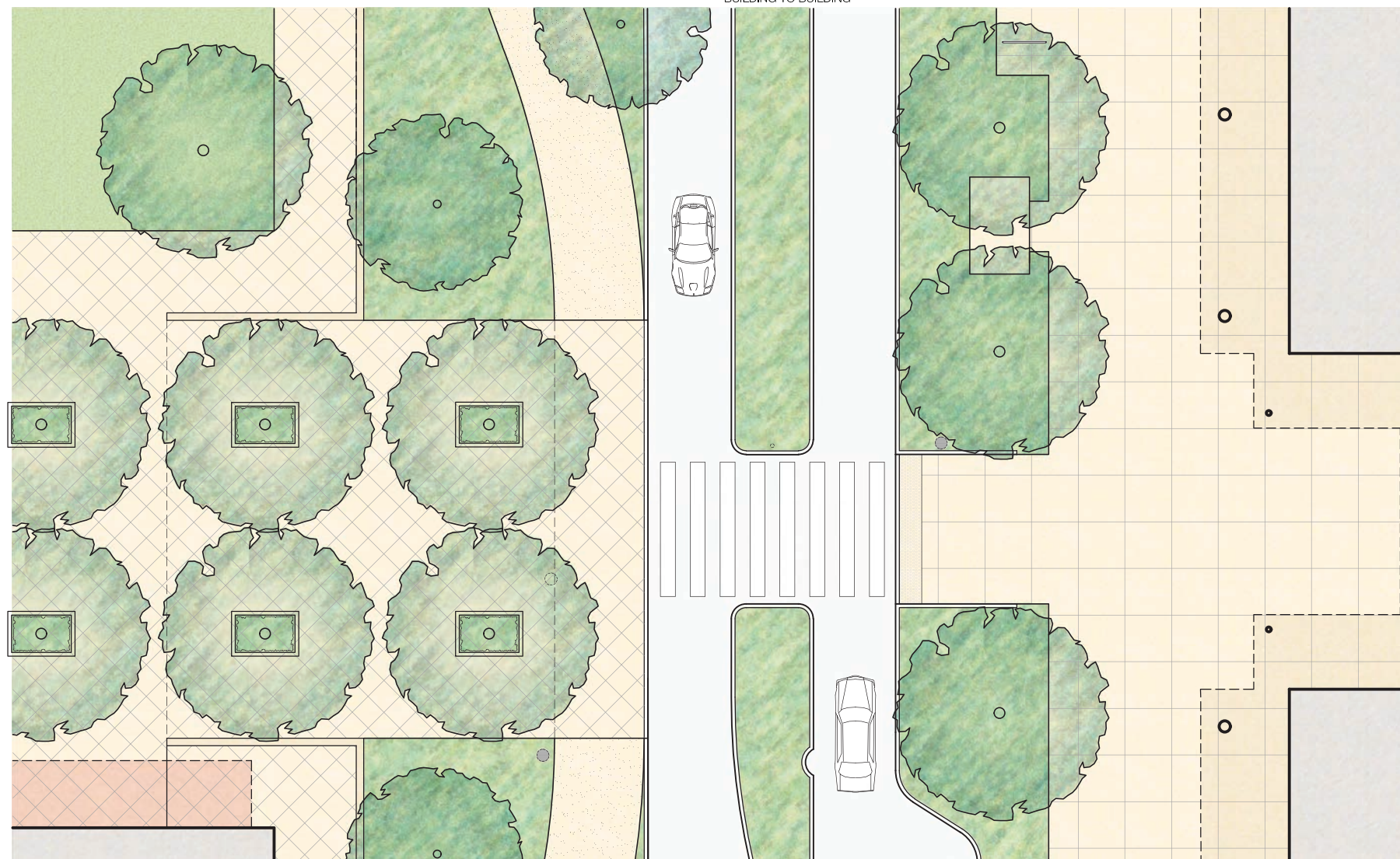
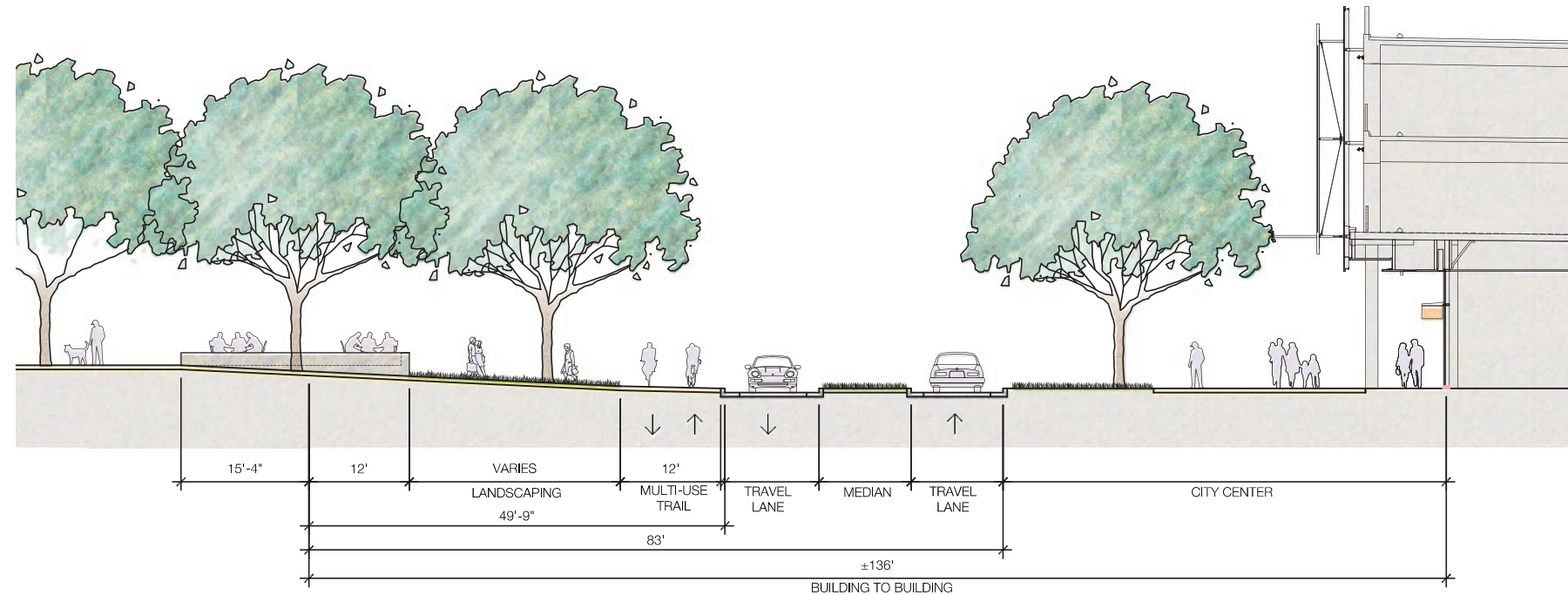




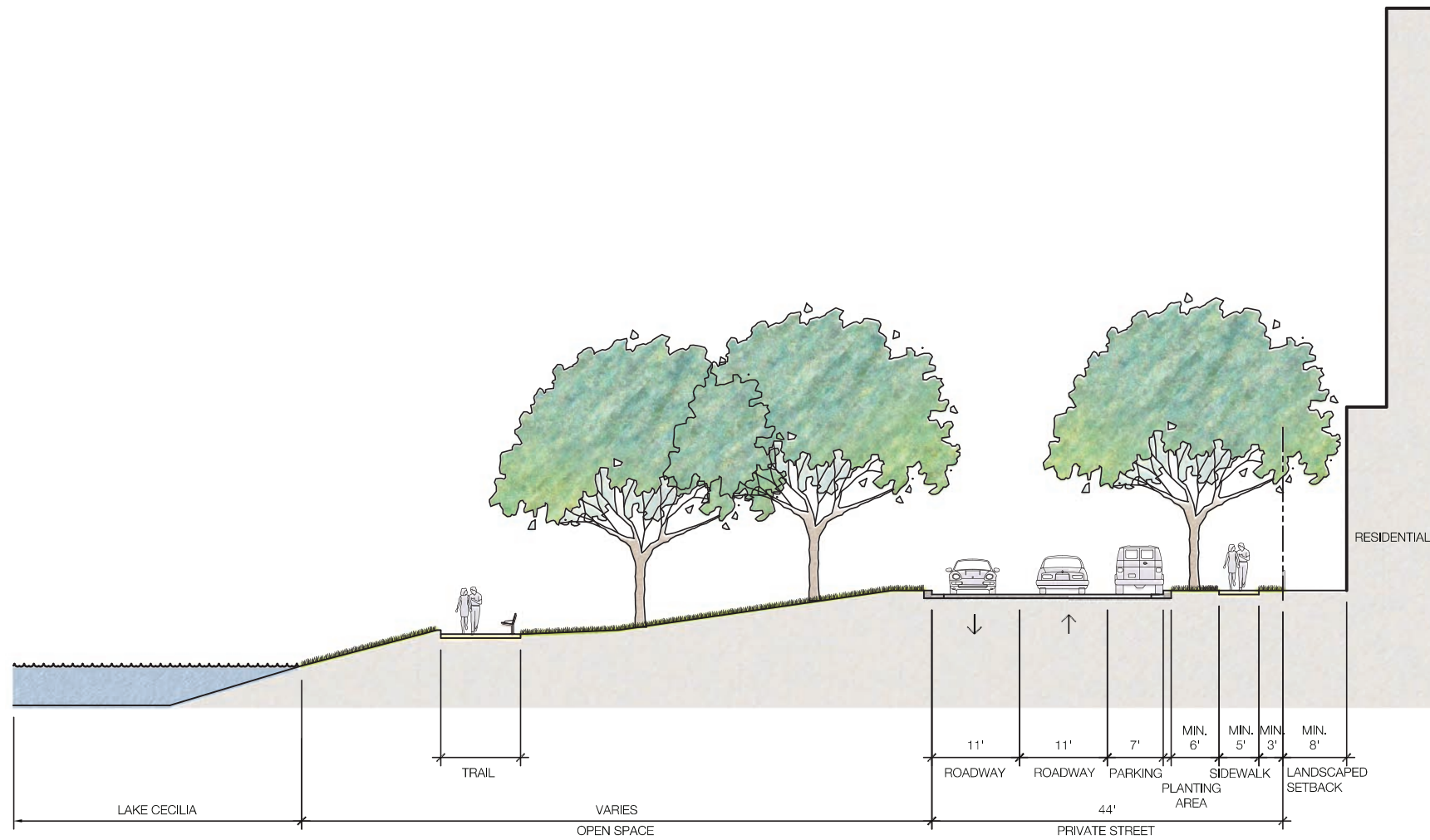


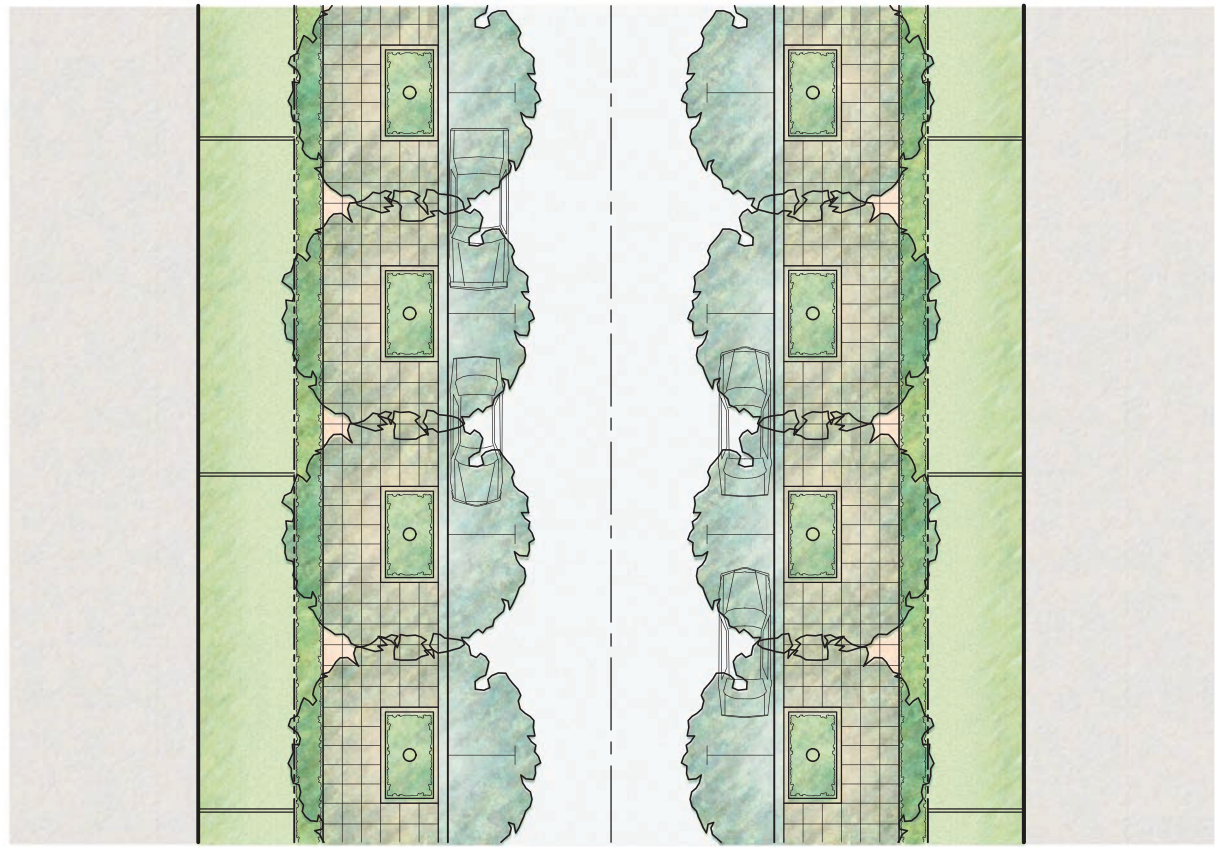
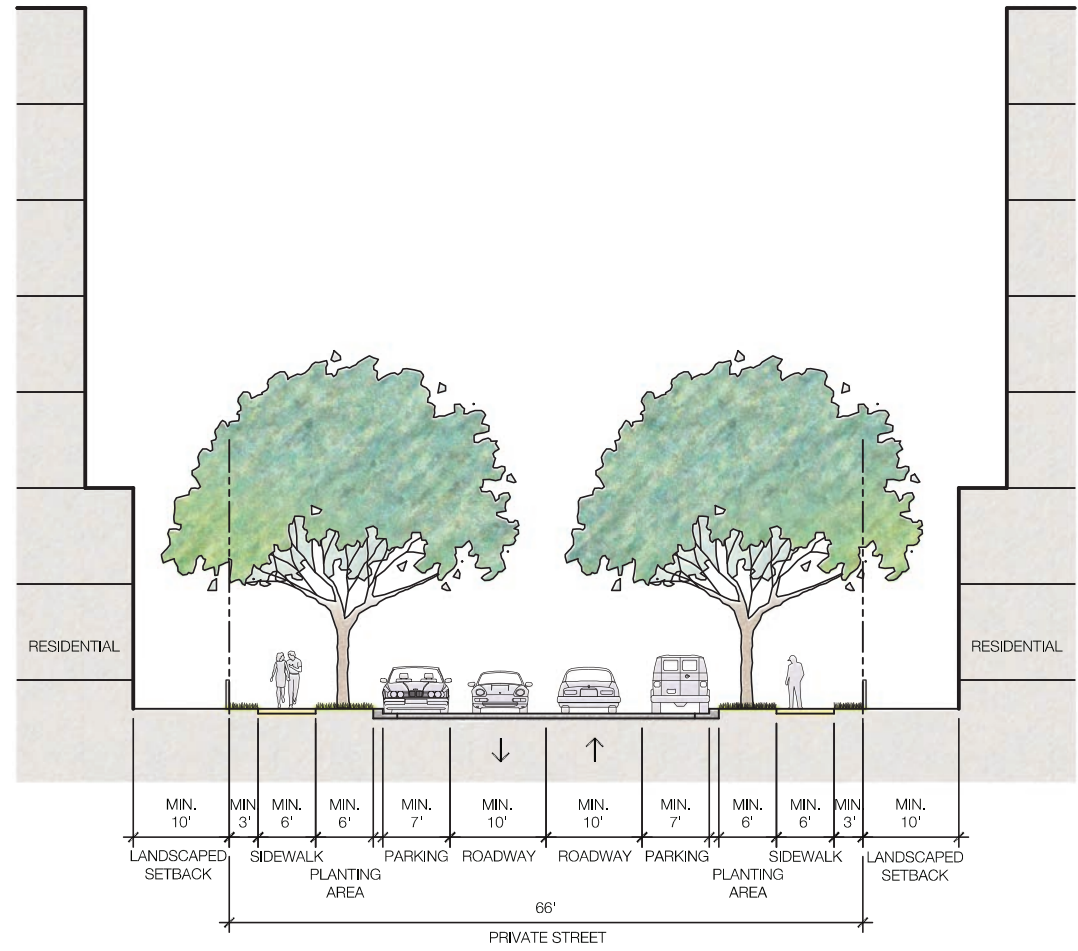


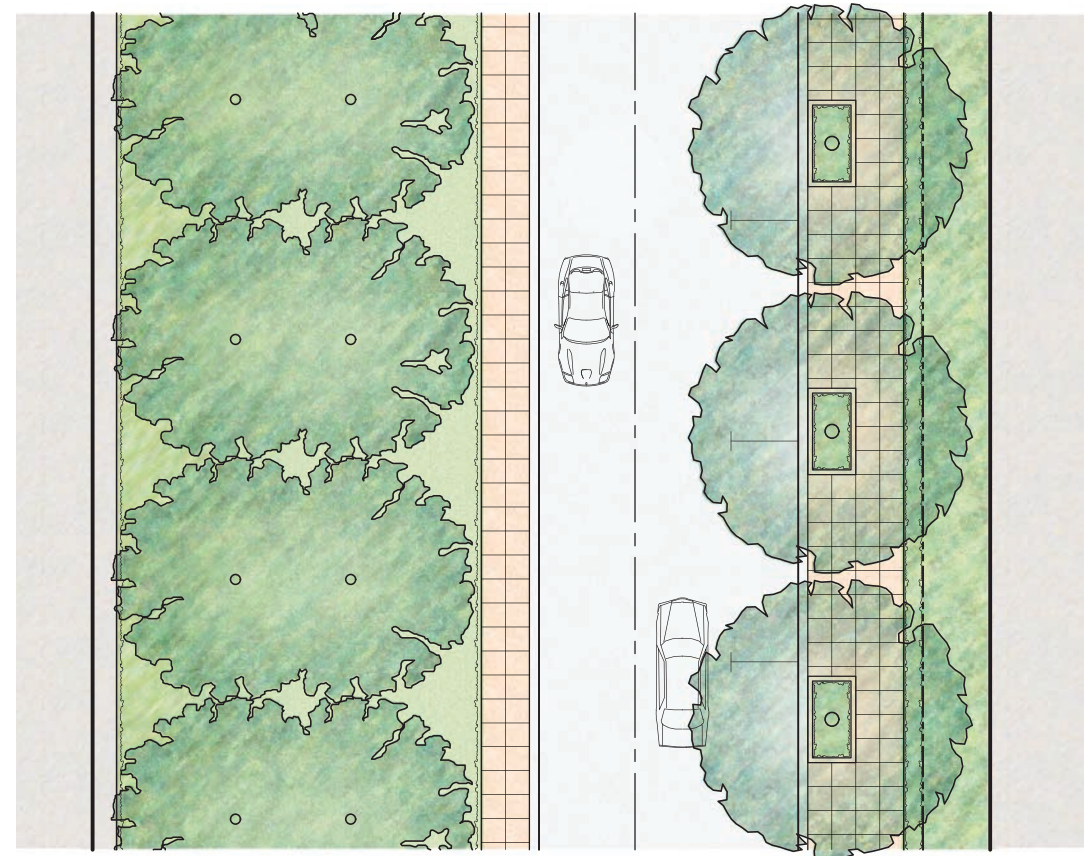
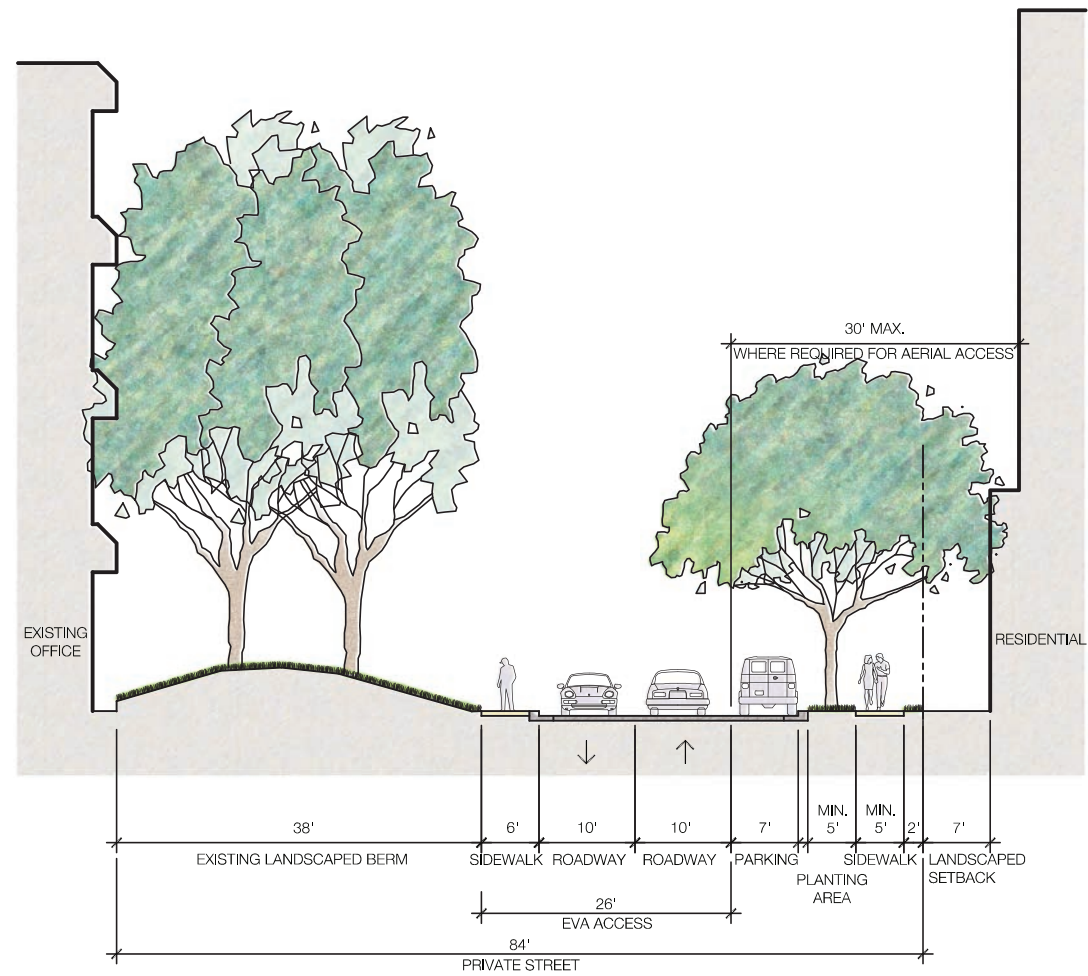




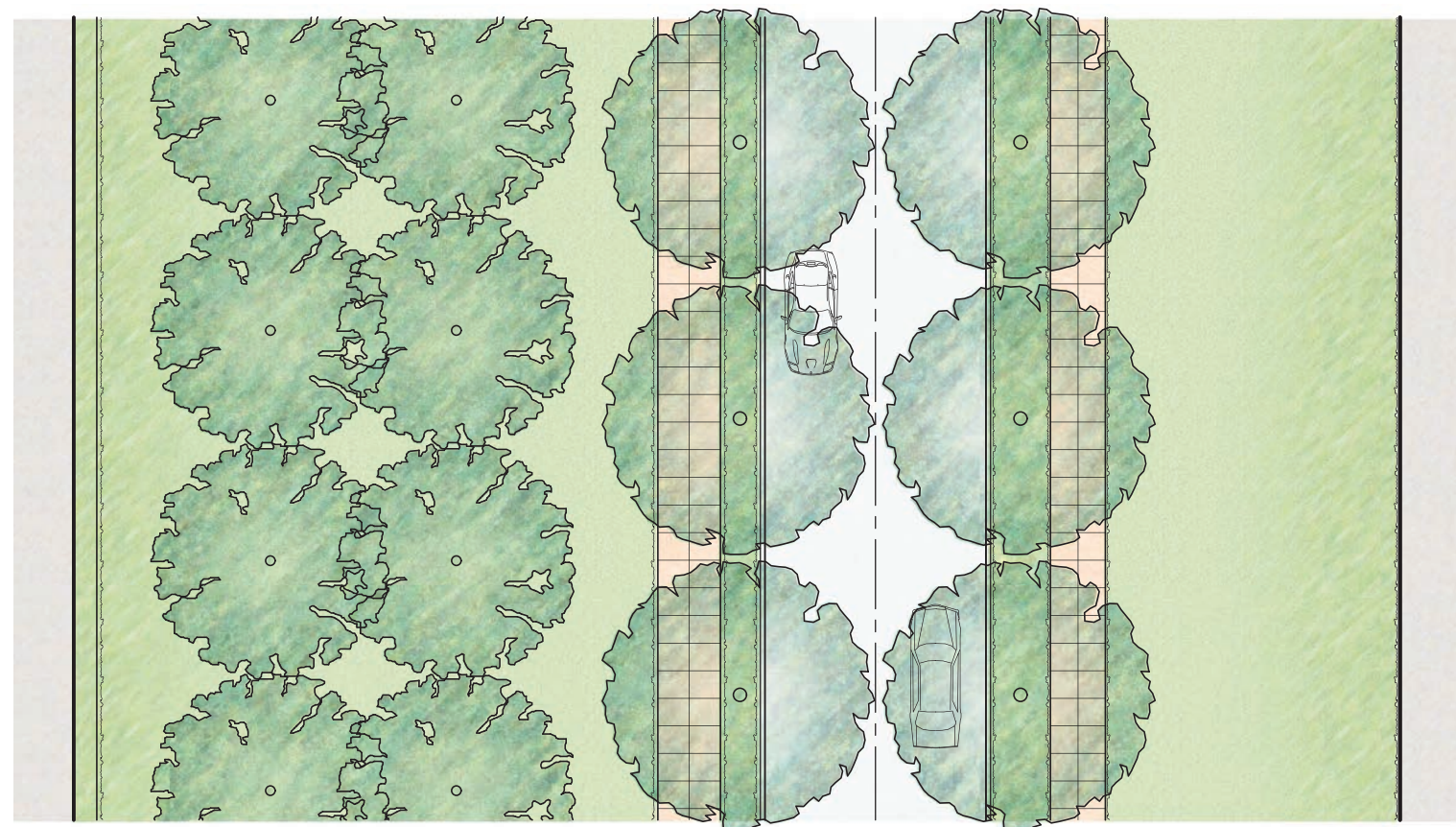
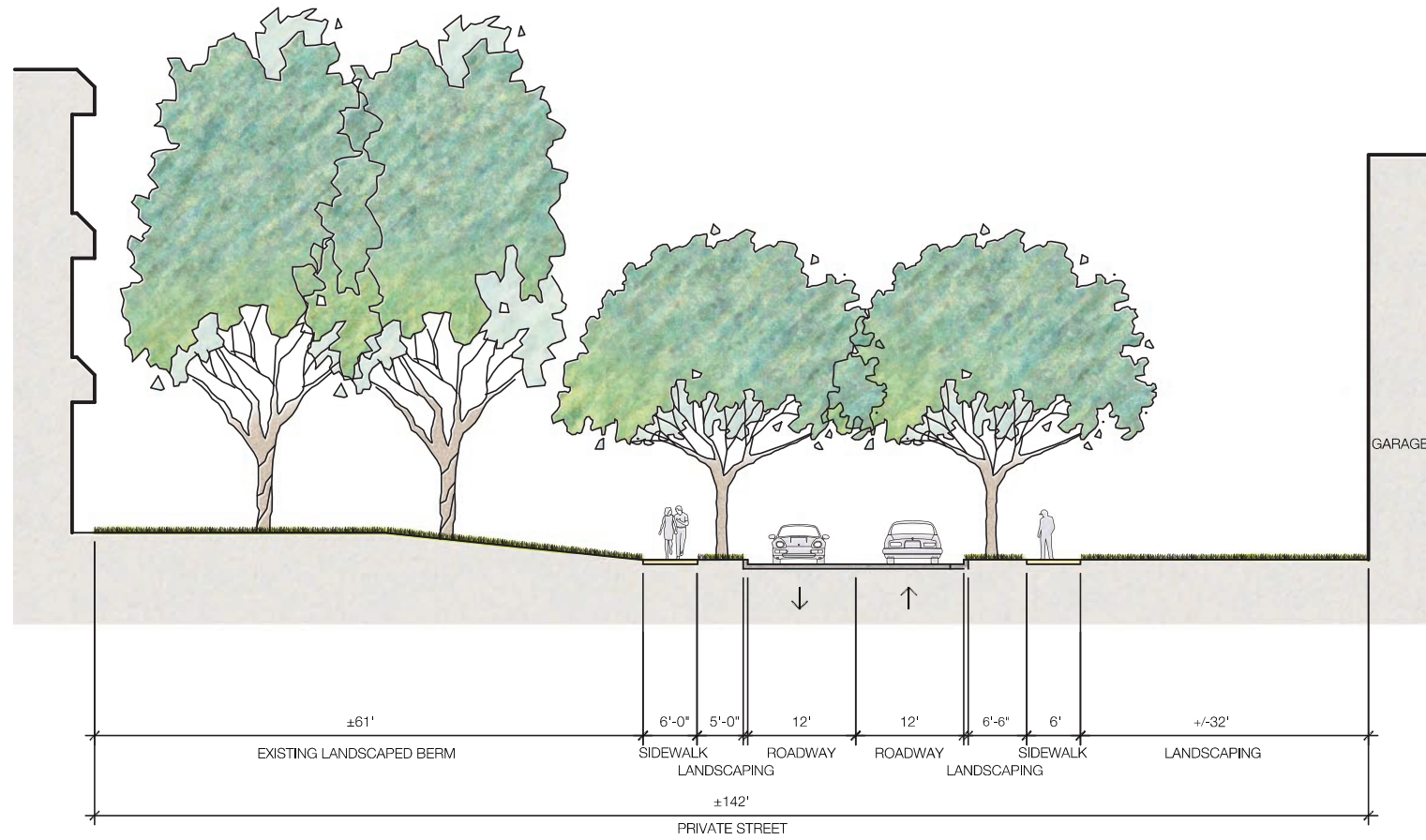
I-680

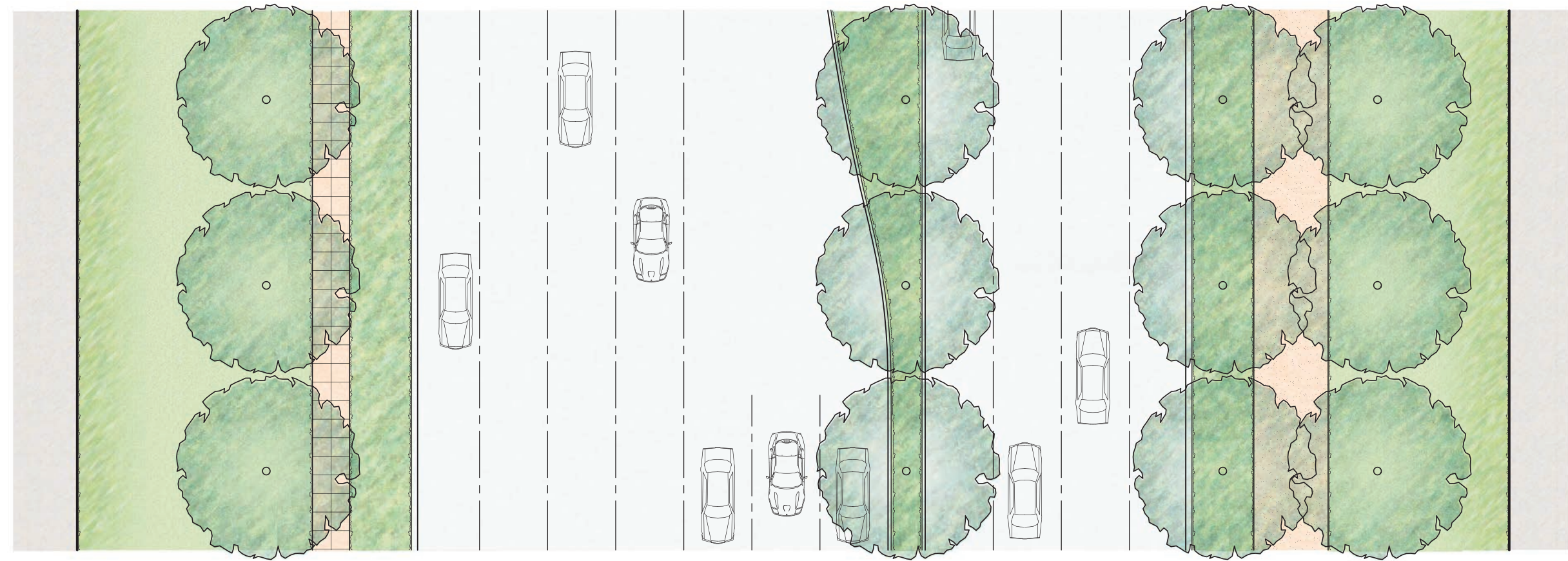
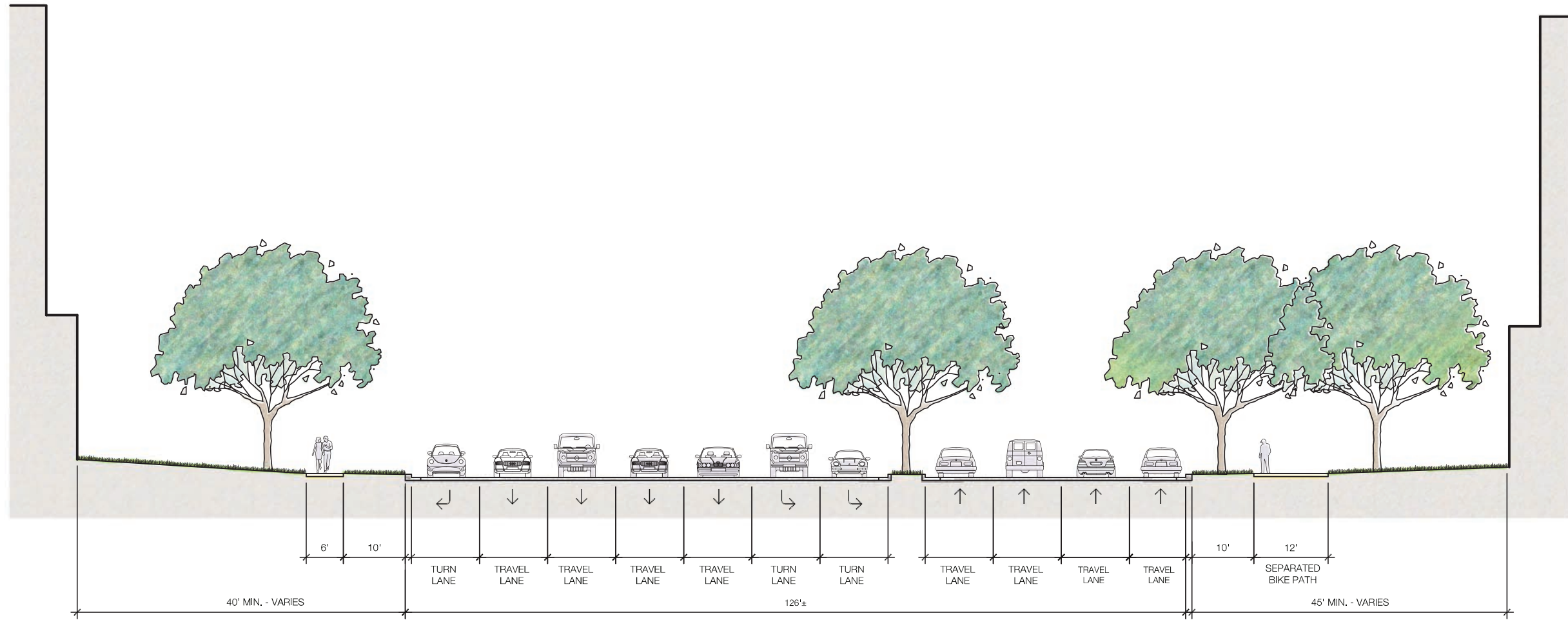




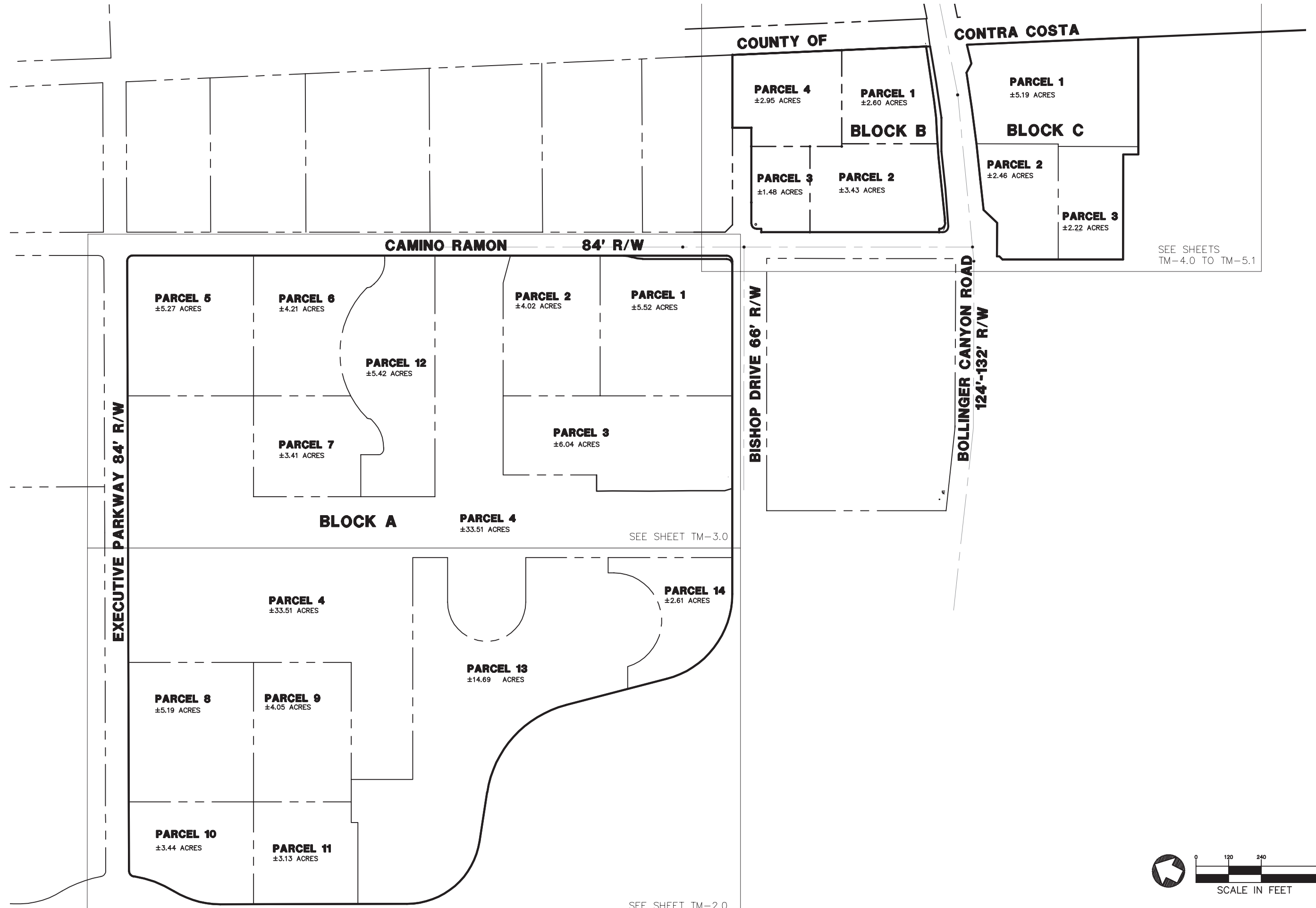


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I-680



COUNTY OF

CONTRA COSTA

PARCEL 4
±2.95 ACRES

PARCEL 1
±2.60 ACRES

BLOCK B

PARCEL 1
±5.19 ACRES

BLOCK C

PARCEL 3
±1.48 ACRES

PARCEL 2
±3.43 ACRES

PARCEL 2
±2.46 ACRES

PARCEL 3
±2.22 ACRES

SEE SHEETS
TM-4.0 TO TM-5.1

CAMINO RAMON 84' R/W

EXECUTIVE PARKWAY 84' R/W

BISHOP DRIVE 66' R/W

BOLLINGER CANYON ROAD
124'-132' R/W

PARCEL 5
±5.27 ACRES

PARCEL 6
±4.21 ACRES

PARCEL 2
±4.02 ACRES

PARCEL 1
±5.52 ACRES

PARCEL 12
±5.42 ACRES

PARCEL 7
±3.41 ACRES

PARCEL 3
±6.04 ACRES

BLOCK A

PARCEL 4
±33.51 ACRES

SEE SHEET TM-3.0

PARCEL 4
±33.51 ACRES

PARCEL 14
±2.61 ACRES

PARCEL 13
±14.69 ACRES

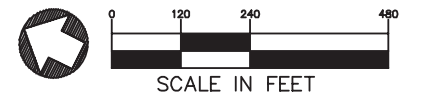
PARCEL 8
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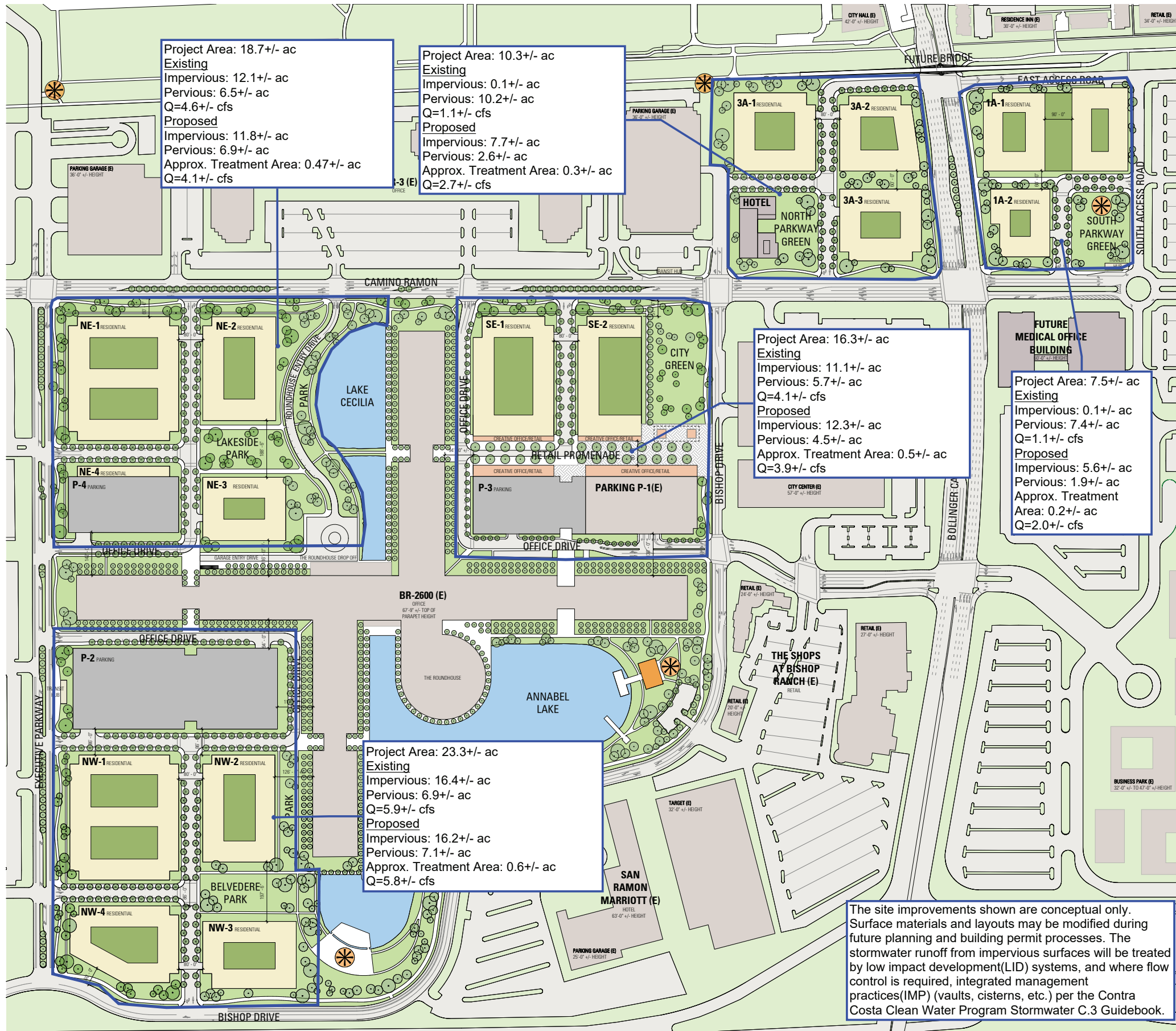
PARCEL 9
±4.05 ACRES

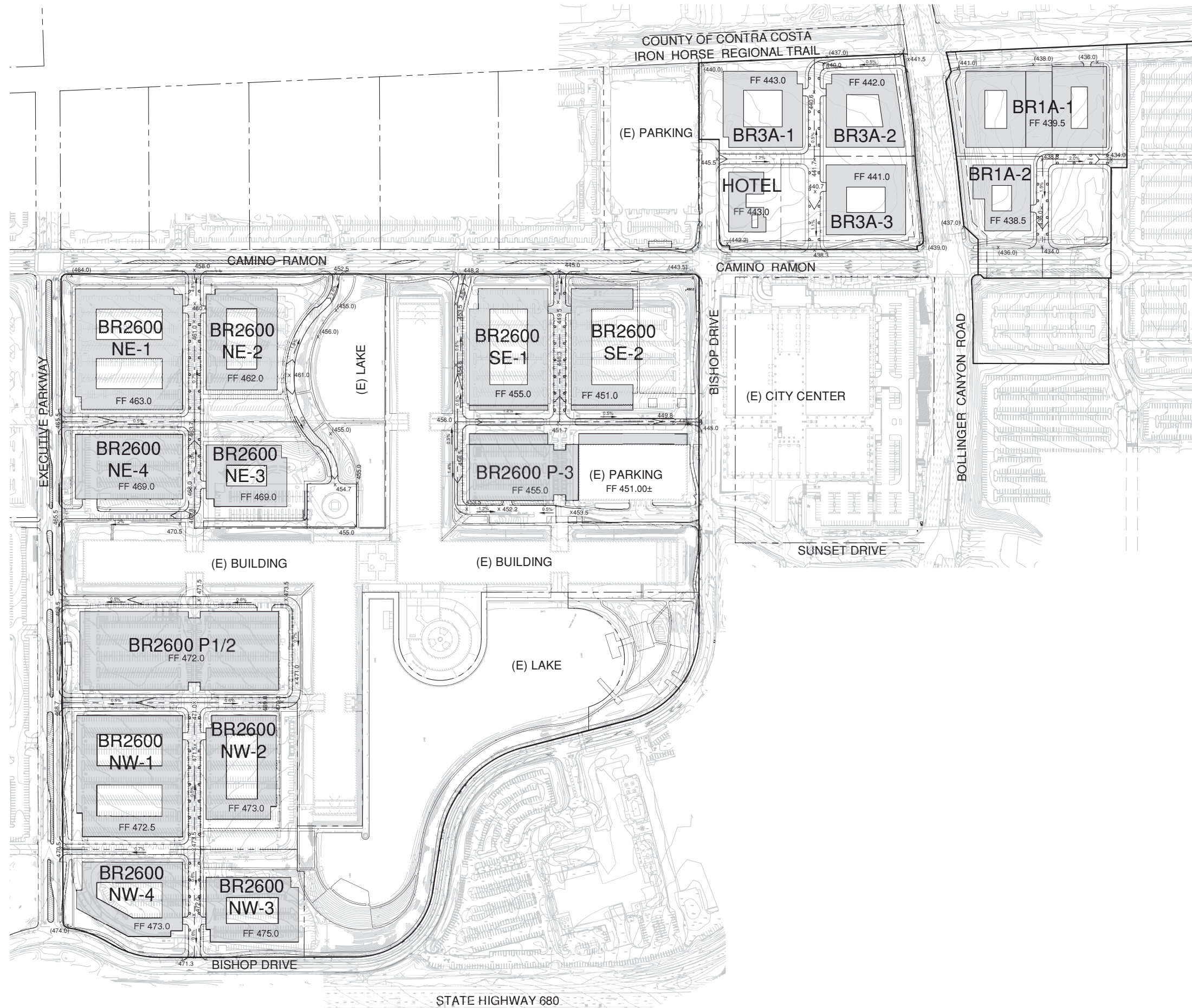
PARCEL 10
±3.44 ACRES

PARCEL 11
±3.13 ACRES

SEE SHEET TM-2.0

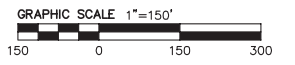


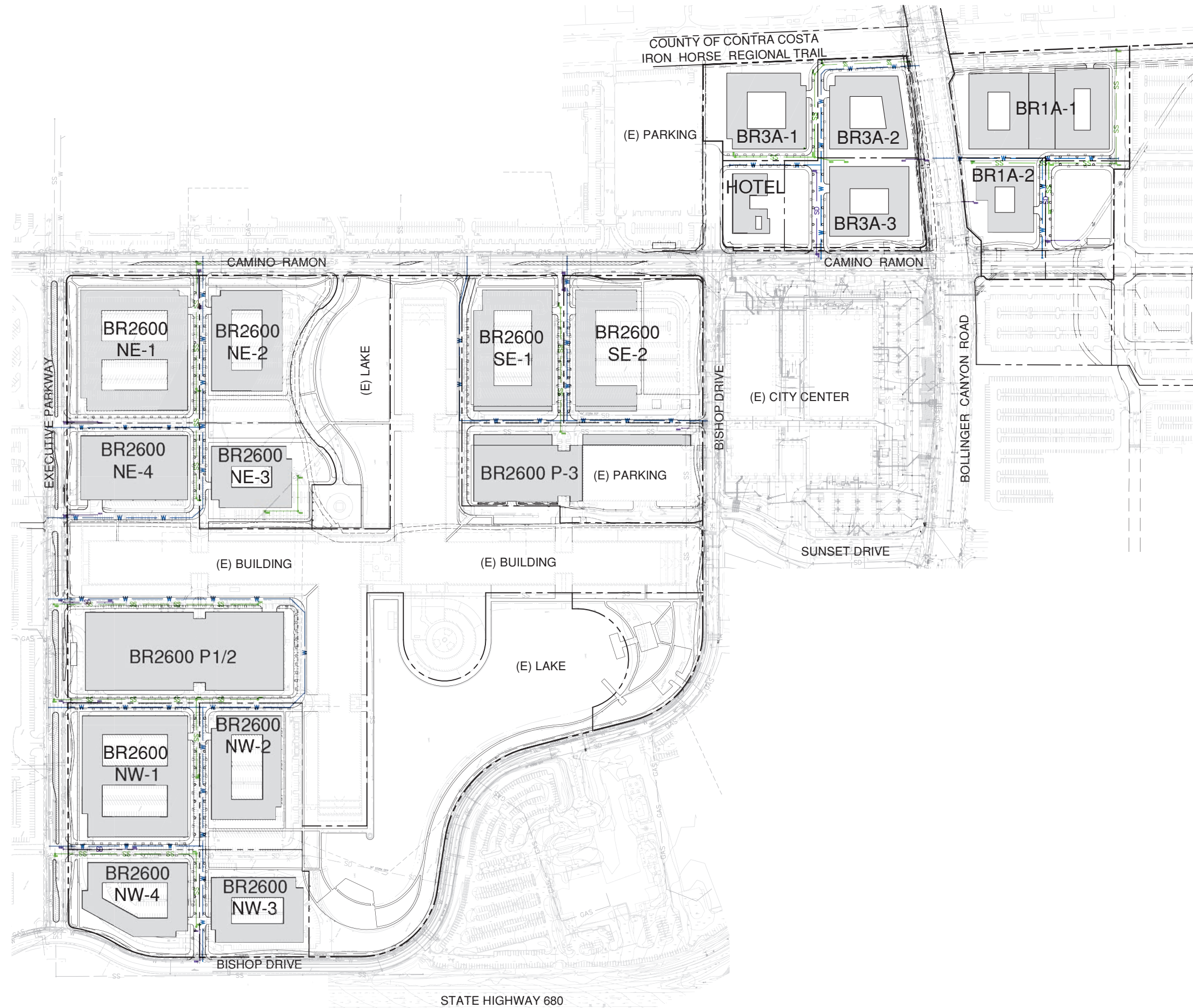




- LEGEND**
- PROPERTY LINE
 - - - PARCEL LINE
 - MAJOR CONTOUR LINE
 - x (450.0) EXISTING SPOT ELEVATION
 - x 450.0 PROPOSED SPOT ELEVATION
 - SLOPE
 - - - 30' SET BACK

- ABBREVIATIONS**
- (E) EXISTING
 - FF FINISHED FLOOR ELEVATION





COUNTY OF CONTRA COSTA
IRON HORSE REGIONAL TRAIL

LEGEND

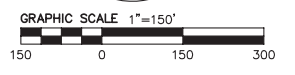
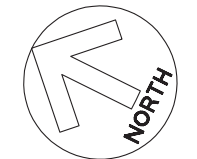
- PROPERTY LINE
- - - PARCEL LINE
- W — PROPOSED WATER LINE
- SS — PROPOSED SS LINE
- SD — PROPOSED SD LINE
- SSMH PROPOSED SSMH
- SDMH PROPOSED SDMH
- SSCO PROPOSED SSCO
- SDCO PROPOSED SDCO
- GAS — EXISTING GAS LINE
- W — EXISTING WATER LINE
- SS — EXISTING SS LINE
- SD — EXISTING SD LINE
- ▣ EXISTING CATCH BASIN
- ⊙ EXISTING FIRE HYDRANT
- ⊙ EXISTING LIGHT
- ⊙ EXISTING WATER VALVE

ABBREVIATIONS

- SD STORMDRAIN
- SDCO STORMDRAIN CLEANOUT
- SS SANITARY SEWER
- SSCO SANITARY SEWER CLEANOUT
- SSMH SANITARY SEWER MANHOLE
- W WATER

NOTES

THE UTILITY INFRASTRUCTURE IS SHOWN GRAPHICALLY FOR INTENT AND CLARITY. ALL PIPE SIZING, MATERIALS, AND HORIZONTAL AND VERTICAL CLEARANCES SHALL MEET THE REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION.



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BISHOP RANCH | **CITY CENTER MIXED-USE MASTER PLAN**

REVISED