

RESOLUTION NO. 11-20

**A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF SAN RAMON APPROVING THE CITYWALK MASTER
PLAN INCLUDING A VESTING TENTATIVE MAP (MJ 19-900-001);
DEVELOPMENT PLAN (DP 19-300-002); LAND USE PERMIT (LUP 20-500-004);
MINOR USE PERMIT (MUP 20-501-002); AND ARCHITECTURAL REVIEW
(AR 20-200-056)**

**FILED BY SUNSET DEVELOPMENT COMPANY
(Applicant)**

**CBCA, LLC (APN: 213-110-121, 122, and 128); BR3A, LLC (APN: 213-133-098,
099, and 100); and BR 2600 CR, LLC (APN: 213-133-093, 096, and 097)
(Owners)**

Citywalk Master Plan

WHEREAS, on, July 18, 2019, Sunset Development filed a preliminary application for the approval the CityWalk Master Plan concept for the areas within the Bishop Ranch Office Park (“Master Plan”); and

WHEREAS, the Master Plan will build on the existing City Center approvals, respond to recent changes to the General Plan (Economic Element Update) and reflect the City Council goal to prioritize housing growth in the City core; and

WHEREAS, the Master Plan area encompasses the Bishop Ranch 1A (APN: 213-110-121, 122, and 128), Bishop Ranch 3A (APN: 213-133-098, 099, and 100), and Bishop Ranch 2600 (APN: 213-133-093, 096, and 097) complexes and is surrounded primarily by commercial developments within Bishop Ranch; and

WHEREAS, the Bishop Ranch 1A and 3A sites are currently undeveloped while Bishop Ranch 2600 complex is currently developed with an approximately 1.75 million square-foot office building, a parking structure, surface parking lots, two water features, and other amenities; and

WHEREAS, the proposed Master Plan is anticipated to be developed over 25-27 years and includes up to 4,500 multi-family dwelling units, a 169-key hotel, 166,000 square feet of commercial space, three new parking structures and publicly accessible, privately owned and maintained park and public spaces, 15% of the 4,500 units (approximately 675) deed restricted for low and very low income households, shared parking arrangements and landscaping, bioretention swales, and drainage basins; and

WHEREAS, the Master Plan area is currently served, and would continue to be served, by existing utilities and public services; and

WHEREAS, the City issued Notice of Preparation (“NOP”) for the Project on September 25, 2019, which circulated for public comments for the statutory 30-day period. Comments on the NOP were obtained during a public scoping meeting held on October 15, 2019 with the Planning Commission. Notices for the NOP were mailed to the State Clearinghouse and other agencies (local and Federal) and to interested persons. Notices for the NOP were also posted at the City Hall, San Ramon Senior Center, San Ramon Community Center, Dougherty Station Community Center, San Ramon Library, Dougherty Station Library, and the City website. Comments were received on the NOP and were subsequently incorporated into the Draft EIR; and

WHEREAS, the City made various outreach efforts to consult with and solicit input from agencies and the community regarding the scope of the DEIR. Between August 2019 and January 2020, the City sponsored several public meetings that included presentations to various City Commissions, Boards, and Advisory Committees about the project and provided opportunities for public comments:

- Joint City Council/Planning Commission Study Session- August 26, 2019
- Parks and Community Services Study Session- September 11, 2019
- Joint City Council/ Parks and Community Services Commission Study Session- October 9, 2019
- Transportation Advisory Committee Meeting-October 17, 2019
- Housing Advisory Committee Meeting-October 24, 2019
- Planning Commission Study Session- November 5, 2019 -
- Economic Development Advisory Committee Meeting- November 13, 2019 -
- Transportation Demand Advisory Committee Meeting- November 18, 2019 -
- Planning Commission Study Session- December 3, 2019 -
- Parks and Community Services Study Session- December 11, 2019 -
- Architectural Review Board Meeting- December 12, 2019 -
- Planning Commission Study Session- January 7, 2020; and

WHEREAS, in addition to the City initiated meetings, the project applicant conducted the following informational presentations and outreach to the community and civic groups:

- Open House - September 26, 2019
- Mayor’s Breakfast - October 25, 2019
- Kiwanis Club - January 9, 2020
- Chamber of Commerce - January 28, 2020
- Innovate Tri-Valley - February 14, 2020; and

WHEREAS, on January 15, 2020, the development application was deemed complete for processing; and

WHEREAS, on March 4, 2020, Governor Gavin Newsom declared a state of emergency in California due to the number of confirmed cases of COVID 19 in the state; and

WHEREAS, on March 17, 2020, in response to the COVID 19 Local Emergency Declaration, City Facilities were closed to the public; and

WHEREAS, a Notice of Completion (“NOC”) and copies of the Draft EIR were distributed to the State Clearinghouse on May 19, 2020 as well as local and State responsible and trustee agencies; and

WHEREAS, a Notice of Availability (“NOA”) was distributed to all responsible and trustee agencies, other local and Federal agencies, interested groups, organizations, and individuals on May 19, 2020 for the Draft EIR. In order to maximize public awareness of the Project, the NOA was also sent to all property owners and within an approximately 1,000 foot radius of the subject property, anyone who had requested to be included on the mailing list for the Project, occupants of properties immediately adjacent to the Project site, and copies of the NOA were posted on the City Website and made available at those City facilities open to the public; and

WHEREAS, since the release of the CityWalk Draft EIR, City staff has provided an additional 23 social media posts across NextDoor, Facebook, and Twitter regarding meetings, availability of documents, and comment deadlines; and

WHEREAS, in response to the COVID-19 crisis and Governor’s Executive Order N-29-20, Public Hearing after the Local Emergency Declaration were conducted utilizing teleconferencing technology; and

WHEREAS, on June 16, 2020, the Planning Commission also held a duly noticed public hearing to receive public testimony regarding the accuracy and adequacy of the Draft EIR; and

WHEREAS, the City Planning Commission held public hearings to receive testimony regarding the Project on June 16, 2020, which was continued to July 21, 2020, and August 4, 2020.

WHEREAS, the Planning Commission public hearing on June 16, 2020 on the Master Plan project was the first of five public meetings allowed under Senate Bill 330 for housing projects; and

WHEREAS, on August 4, 2020, prior to considering the Citywalk Master Plan approval, the Planning Commission adopted Resolution No. 10-20, certifying The Citywalk Final Environmental Impact Report (SCH# 2019090586) (“EIR”), adopting the Mitigation Monitoring and Reporting Program, which is hereby incorporated by reference; and

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission, in the exercise of its independent judgment, and based upon all the evidence in the record (including but not limited to all application materials, the EIR and related CEQA

documents, the written and oral staff reports, and oral and written comments received by the City) finds and determines as follows:

a) The recitals above are true and correct and are incorporated herein by reference.

b) The Project EIR with the Mitigation Monitoring and Reporting Program (“MMRP”) is the appropriate environmental document for this Project.

c) The Project is consistent with the General Plan policies and land use designations for the Project site, as described more fully below.

General Plan and Zoning Consistency Findings

a) The recitals above are true and correct and are incorporated herein by reference.

b) The Planning Commission finds that based on the whole administrative record, and subject to the Conditions of Approval and CEQA Findings, which are incorporated herein by reference, the Project is consistent with the objectives, policies, general land uses, and programs specified in the San Ramon General Plan 2035, as amended, (the “General Plan”) because the Project documents for development are consistent with the General Plan land use designations for the Project site of Mixed Use-City Center and with the General Plan policies. The Draft EIR examines General Plan consistency in Table 3.10-4 which is provided as Exhibit D to this Resolution. Table 3.10-4 provides a thorough overview of all General Plan policies potentially implicated by the Project and demonstrates that the Project is consistent with and carries out many goals and policies contained in the General Plan. Specifically, the Project is consistent with the following General Plan City Center land use policies:

City Center Concept: GP policy 4.7-I-5 and 4.7-I-6 speaks to the continued, or next phase of, implementation of the City Center project concept. The Master Plan promotes infill development and a compact urban form as articulated in the General Plan Land Use Element, and promotes the City goals for locating housing in the City core thereby removing development pressure from neighborhood shopping centers and existing open space.

Further, development of the proposed Master Plan area is envisioned by the General Plan, as indicated by several policies, as well as related supporting language that envisions the City Center concept, and by extension the CityWalk Master Plan, as a vibrant, integrated, and cohesive mix of civic, retail, office, residential, and open space uses that promotes a walkable environment in the core of the City. The Master Plan development profile provides an integrated mix of residential, hotel, office/retail, and public facilities uses consistent with the General Plan vision.

Zoning Ordinance Consistency

CCMU: The three larger sites that make up the Master Plan area (BR 1A, BR 3A, and BR 2600) are zoned as CCMU by the San Ramon Zoning Ordinance. The proposed residential, hotel, office/retail, and public facilities uses are consistent with allowable uses within the CCMU zoning designation and would further facilitate the development of the Master Plan area into a “a cohesive mix of civic, retail, office, and open space uses” as defined by the Zoning Ordinance.

FAR: The CCMU provisions allow a 0.70 Floor Area Ratio (FAR), which can be increased to 1.35 FAR if affordable housing and significant public benefits or amenities such as public art and plazas, public facilities, or a transit facility are provided nearby. The Master Plan’s FAR is estimated to be between 1.20 and 1.35, and the additional FAR is supported by the 15% low and very low affordable housing commitment, approximately 40.7 proposed acres of publicly accessible parks, open space, pedestrian and bicycle circulation, other proposed public facilities, and the use of transit hubs.

Height: The proposed structures within BR 2600 will be subject to a maximum height of 85 feet, per Division D3-6 of the San Ramon Zoning Ordinance. The proposed structures within BR 1A and BR 3A are not subject to any height restrictions, per the CCMU Zoning Designation; however, are limited based on the Settlement Agreement to those heights previously approved for the 2007 City Center project .

Other Development Standards: In addition, each future phase of the proposed Master Plan would be subject to the City’s Development Plan and Architectural Review approval process to ensure consistency with the Zoning Code. Furthermore, the proposed Master Plan’s landscape design, integrated open space, amenities, housing, and shared parking would be consistent with the CCMU zoning district standards.

Regarding the Vesting Tentative Map Application

a) The recitals above are true and correct and are incorporated herein by reference.

b) The Planning Commission finds that based on the whole administrative record, and subject to the Conditions of Approval and CEQA Findings, which are incorporated herein by reference, the proposed Vesting Tentative Map (“VTM”) and the Project, together with the provisions for its design and improvement, as conditioned, are consistent with the General Plan, all applicable provisions of law, and all applicable requirements of Division C5 (Subdivision Procedures) of the City of San Ramon Municipal Code.

c) The VTM is consistent with the objectives, policies, general land uses, and programs specified in the General Plan in that the VTM result in the subdivision of land necessary for the orderly implementation of the Master Plan as more fully described consistency sections above.

d) The General Plan and the Zoning Ordinance calculate FAR based on the project site as a whole; and not based on individual legal parcels. Thus, to determine the Project's FAR under the General Plan and Zoning Ordinance, the floor area of all Project buildings is divided by the Project site area, resulting in an FAR of between 1.20 to 1.35 thereby meeting the General Plan and Zoning FAR requirements.

e) The site is physically suitable for the type of development proposed by Master Plan. At approximately 135 acres, the project area is sufficiently large to incorporate the various mixed-use elements, including retail, commercial, residential uses and support amenities, within the context of Bishop Ranch. As infill development, the conversion of surface parking lots to housing sites and other amenities represents a more efficient use of the land and supports smart growth policies. Further, the Project is not within an Alquist-Priolo Earthquake Fault Zone and no known faults cross the Project site or are oriented toward the Project site.

f) The site is physically suitable for the proposed density of development. The approximately 135 acres Master Plan site will have an FAR of 1.20 to 1.35 and will accommodate 4,500 residential units at a density of approximately 33.3 units per acre, 166,000 square feet of commercial uses, a 169-key hotel, 40.7 acres of publicly accessible parks, open space, and other public facilities as well as structured parking and 3 transit new transit hubs to serve the Master Plan area. While this density and building heights are greater than other areas of San Ramon, they are suitable for the site given the context of the building and surrounding development within Bishop Ranch. The Master Plan's connectivity to Central Park, Iron Horse Trails, existing lakes and proposed green spaces will enhance its role as a walkable community while maintaining the community image.

g) The design of the subdivision or the proposed improvements is not likely to cause substantial damage or substantially and unavoidably injure fish or wildlife or their habitat because all potential impacts related to fish and wildlife have been mitigated to a less-than-significant level as set forth more specifically in Section 3.3 of the Draft EIR. No sensitive species have been observed on or near the Project site, and mitigation measures will ensure that no substantial damage or injury to fish or wildlife or their habitat will occur. Specific mitigation measures incorporated into the Project include preconstruction surveys prior to commencement of any site work, followed by consultations and if necessary ongoing monitoring to ensure the protection of any species discovered.

h) The design of the subdivision or type of improvements is not likely to cause serious public health problems because the Project will not involve the use, storage, or disposal of hazardous materials nor engage in hazardous activities. The design of the subdivision ensures the development of adequate water, sewer, and solid waste services within the Project.

i) The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

j) The VTM for the Master Plan conforms to the provisions of Division C5 (Subdivision Procedures) of the City of San Ramon Municipal Code.

Regarding the Development Plan Application

a) The recitals above are true and correct and are incorporated herein by reference.

b) The Applicant is processing a Development Plan for the layout of the Master Plan (Exhibit A). The Plan area is divided in to 5 neighborhoods each with a residential component and support amenities. Neighborhoods in proximity to the existing City Center Bishop Ranch include a commercial components to support the buildout of the Master Plan. Existing parking for offices uses on BR 2600 will be accommodated by structured parking and a shared parking concept for residential guest and overflow parking will provide for adequate project parking.

c) The Planning Commission finds with respect to the Development Plan based on the whole administrative record, and subject to the Conditions of Approval and CEQA Findings, which are incorporated herein by reference, that the Master Plan envisioned by the Development Plan will not be detrimental to the health, safety, and general welfare of persons residing or working in the neighborhood of the Project. The Project EIR analyzed all potentially significant environmental impacts and found that such impacts, after the implementation of mitigation measures, will have a less than significant impact on the environment. Construction related activities include mitigation measures, will be temporary, and will not have long term detrimental impacts to the health, safety and general welfare of persons residing or working in the area. The Project will implement mitigation measures to reduce operational air quality impacts to less than significant levels. The Project will result in an increase in population and housing consistent with the General Plan projections, and will also provide housing close to jobs, include affordable housing units, and promoted pedestrian, bicycle and transit connectivity. The Master Plan development will not involve the use, storage, or disposal of hazardous materials nor engage in hazardous activities, and thus does not pose a public health concern. The design of the Master Plan, as documented in the EIR will ensure that the development has adequate water, sewer, and solid waste services and other utilities and services.

d) The Project will not be injurious or detrimental to property or improvements in the neighborhood or to the general welfare of the City because the Project will improve the overall aesthetic of the area by creating a series of identifiable neighborhoods on existing parking lots or vacant parcels, with locally serving amenities, including the pedestrian and bicycle connectivity, access to landscape spaces, the existing lakes on BR 2600, and nearby commercial uses. The Master Plan EIR concluded that

with the implementation of identified mitigation measures, the Project will have a less than significant impact on the environment. Thus, the Project will not be injurious or detrimental to the general welfare of the City.

e) As described more fully above, and documented in table 3.10.-4 of the EIR (Exhibit D), Project is consistent with the policies and goals of the General Plan.

f) The Master Plan development will be architecturally compatible with other developments in the vicinity. Land uses in Bishop Ranch are primarily office in nature and can be characterized as including multi-story structures and multi-level parking garages. The massing and architectural features associated with the Project would be generally consistent with that of the existing buildings located directly adjacent to the site and throughout Bishop Ranch. Although architectural elements associated with some of the Master Plan's proposed structures may be slightly taller than existing buildings in Bishop Ranch, the majority of structural massing of the Project would be consistent with the massing of the existing surrounding structures. The Design Guidelines provide for uniform application on design principles to ensure consistency within the Master Plan and in relation to Bishop Ranch

Regarding the Architectural Review Application

a) The recitals above are true and correct and are incorporated herein by reference.

b) The Architectural Review Board held a design review hearing on December 12, 2020. The hearing included a presentation of the Project's design by the Applicant, including detailed discussions of the proposed land uses, neighborhoods, circulation systems, and Master Plan Design Guidelines. Additionally, there were discussions and comments regarding promoting physical and visual connections between Master Plan elements, pedestrian connectivity to the Iron Horse Trail, water features as a unifying element between neighborhoods, consideration of sun and wind with building orientation.

c) Regarding the architecture, landscape and signage, the Architectural Review Board recommended considering defining neighborhood characteristics with a wider variety of plant types, and a way-finding through signage and architecture.

d) As discussed in more detail above, the Planning Commission finds that the Master Plan is consistent with the goals and objectives of the General Plan and the purposes of the Zoning Ordinance, including Division 6, Chapter II, Section D6-22 ("Architectural Review").

e) The Architectural Review Board in reviewing the Master Plan and Design Guidelines considered each of the factors listed in Zoning Ordinance Section D6-22.G.2 as applicable, understanding that each future phase will be subject to its own Architecture Review before the Board. The Planning Commission has also considered the factors and

role of the Master Plan and Design Guidelines and finds them to provide a rational process to ensure that compatible design features are considered during the development of future phases of the Master Plan. In particular, the Planning Commission finds:

- i. The Master Plan layout and Design Guidelines contain provisions to address the area, bulk of and height of the buildings structures and at a maximum height of 85 feet, a residential density of 33.3 units per acre and a FAR between 1.20 and 1.35 all of which is consistent with the existing development within Bishop Ranch.
 - ii. The Design Guidelines contains policies for façade design that rely on material contrast, the use of color variation to reinforce massing and other design features. Further the Master Plan envisions a range of building types to accommodate the uses within the Plan area.
 - iii. The architectural and physical relationship with existing and proposed structures in the Master Plan, as infill development, are both internally cohesive and consistent with the larger Bishop Ranch and City setting as the Master Plan blend within the existing roadway circulation system while providing new connections to surrounding areas within the City; and
 - iv. Location, orientation, and site layout of the structures within the Master Plan are integrated with the open space areas, circulation, topography, and the Design Guidelines include sustainability considerations for energy efficiency and solar orientation; and
 - v. The Design Guidelines provide guidance regarding landscape zones and the colors, height, materials for screen planting are provided as part of the landscape palette; and
 - vi. The general location of landscape zones, parkways and open spaces is identified in the Master Plan with the general plant palette, setback areas for landscape zones and buffers for streetscapes and parking areas
 - vii. Appropriateness of sign design is primarily addressed through the Conditions of Approval that require approval of a Master Sign Program or sign specific review. The Design Guidelines contain direction for pedestrian scale lighting and to encourage evening activities while maintaining energy efficiency and night sky protections; and
 - viii. The Project does not include second story additions to existing single-story homes or in second story additions that create a second unit.
- f) General site considerations, including site layout, open space and topography, orientation and location of structures, vehicular circulation and parking,

height, public safety, setbacks, pedestrian and bicycle access, and similar elements have been addressed in the Master Plan and Design Guidelines to provide a desirable environment for the project area.

g) General architectural considerations, including the character, scale and quality of the design, the architectural relationship with the site and other structures, building materials, colors, exterior lighting and signs, screening of exterior appurtenances, and similar elements have been addressed in the Master Plan and Design Guidelines to ensure the compatibility of the development with its design concept and the character of adjacent structures within Bishop Ranch.

h) General landscape considerations, including the location, color, coverage, size texture, and type of plant materials, provisions for irrigation, maintenance, and protection of landscaped areas and similar elements have been considered as part of the Master Plan and Design Guidelines include a defined plant palette suited to the site conditions and intended to ensure visual relief to complement structures and to provide an attractive environment for the enjoyment of the public.

i) The Master Plan fosters a “sense of place” by the mix of land uses, pedestrian, bicycle and transit resources, public spaces, nearby retail services and existing employment base; and is in the best interest of the public health, safety, and general welfare of the community of San Ramon.

Regarding the Minor Use Permit for Shared Parking Reduction:

a) The recitals above are true and correct and are incorporated herein by reference; and

b) That the proposed shared parking concept for the Master Plan is allowed with approval of a Minor Use Permit as established by Zoning Ordinance Section D3-30.A, which allows for consideration of a parking reduction and the Applicant has submitted a Parking Analysis, that determined the peak parking demand for the Master Plan is 11,200 spaces as compared to 14,466 spaces based on current Code analysis and applicable parking standards within the project area (23% reduction) and the consideration of peak parking demand and differing peak usage periods complies with all applicable standards of the General Plan, Zoning Ordinance, and Municipal Code; and

c) The proposed shared collective parking concept for the Master Plan is consistent with the Mixed Use – City Center General Plan designation and other General Plan policies because the Master Plan encourages compatible uses that support the concepts of shared parking within mixed use projects which supports the vision of a vibrant, integrated, cohesive mix of uses which promote a walkable environment with structured parking; and

d) The design, location, size and operating characteristics of the proposed shared collective parking concept for the Master Plan is compatible with the existing and known future land uses in the vicinity because the Master Plan guides development

within the Plan area for the next 25-27 years and provides a clear vision of future land uses and the long term parking demand; and

e) The site is physically suitable for the type, density, and intensity of the proposed shared collective parking concept for the Master Plan because the Applicant has submitted a Parking Analysis, that determined the peak parking demand for the Master Plan is 11,200 spaces as compared to 14,466 spaces based on current code analysis and applicable parking standards within the project area (23% reduction) thereby eliminating the need for excessive parking beyond actual demand, nor will it result in demand for access and utilities, or result in physical constraints; and

f) Granting the use permit for the proposed shared collective parking concept for the Master Plan would not be detrimental to the public health, safety, or welfare of the persons residing or working in the subject neighborhood, or materially detrimental or injurious to property or improvements in the vicinity and zone which the Master Plan is located because the Applicant has submitted a Parking Analysis, that determined the peak parking demand for the Master Plan is 11,200 spaces as compared to 14,466 spaces based on current Code analysis and applicable parking standards within the project area (23% reduction) thereby eliminating the need for excessive parking beyond actual demand furthermore, the conditions of approval require, prior to building permit issuance, the Applicant record a shared parking agreement; and

g) The parking spaces yet to be constructed, would be available during the operation of the proposed Master Plan uses because the conditions of approval require, prior to occupancy, recordation of an executed shared parking agreement on affected properties; and

h) The peak hours of parking demand is not greater than the parking provided because the Applicant has submitted a Parking Analysis, that determined the peak parking demand for the Master Plan is 11,200 spaces as compared to 14,466 spaces based on current Code analysis and applicable parking standards within the project area (23% reduction) thereby eliminating the need for excessive parking beyond actual demand; and

i) 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 because excessive parking is inconsistent with Zoning Ordinance Section D3-28(B) which discourages excessive parking and would not support the vision of a vibrant, integrated, cohesive mix of uses which promote a walkable environment with structured parking; and

j) The conditions of approval require, prior to occupancy, the Applicant record an executed written shared parking agreement between landowner(s) and the City, in a form satisfactory to the City Attorney, subject to final approval by the Zoning Administrator, and shall include:

- i. A guarantee that there will be no substantial alteration in the uses that will create a greater demand for parking;

- ii. A guarantee among the landowners(s) for access to and use of the shared parking facilities;
- iii. 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
- iv. 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.

k) The parking demand would be less than the 14,466 parking spaces required the Zoning Ordinance because the Applicant has submitted a Parking Analysis, that determined the peak parking demand for proposed CityWalk Master Plan is 11,200 parking spaces; and

l) The probable long-term occupancy of the Master Plan, based on its design, would not generate additional parking demand beyond what can be accommodated in the Plan area because the subject property will be built-out over a 27 year period subject to periodic review and the ability to condition parking for future phases as needed; and

Land Use Permit: Specialized Operations

a) The recitals above are true and correct and are incorporated herein by reference.

b) The Master Plan proposed specialized operations that are subject to land use approval such as community buildings, privately-owned parks, amphitheater, lodging uses, conference/convention, and similar uses anticipated by the Master Plan.

c) These uses add vision of a vibrant, integrated, cohesive mix of uses which promote a walkable environment and support neighborhoods, with locally serving amenities, including the pedestrian and bicycle connectivity, access to landscape spaces, the existing lakes on BR 2600, and nearby commercial uses and add to the livability of the Master Plan.

d) These specialized operations are allowed under the CCMU zoning designation with a Land Use Permit and are consistent with the General Plan’s vision for the City Center and surrounding area identified in the Master Plan.

e) The Master Plan’s contemplated mixed of uses and support amenities will enhance the livability, sense of place and identity of the Master Plan area by expanding resources for the community and will not be detrimental to the public health, safety, or welfare of the persons residing or working in the Master Plan area, surrounding neighborhoods, or be materially detrimental or injurious to property or improvements in the vicinity.

Regarding Growth Management Plan—Measure “J” Compliance:

In accordance with the City’s General Plan Growth Management Program, the Planning Commission has reviewed the Master Plan, and based on this review and the fact that the Project includes 4,500 multi-family dwelling units, a 169-key hotel, 166,000 square feet of commercial space, three new parking structures, publicly-accessible, privately owned and maintained park and public spaces and a shared collective parking concept all of which are subject to certain conditions of approval, which are incorporated herein by reference, finds that the Master Plan can meet each of the following identified performance standards for full urban services as outlined in the General Plan Growth Management Element:

a. Community Centers

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

Project Compliance: Master Plan anticipates the addition of 4,500 multifamily units. Currently, the General Plan’s 2035 buildout population estimate is 96,179 residents. Implementation of the proposed Master Plan could result in an increase in up to 13,365 residents at full project buildout in 2048; however, adjusted for the 2035 buildout horizon results in an additional 7,425 residents. This population increase is within the current buildout projection for the General Plan 2035 and consistent with the current analysis and performance standard for Community Center demand. Further, the project anticipates an approximately 15,000-square-foot community center on the south shore of Annabel Lake.

b. Fire

Performance Standard: Prior to project approval, require written verification from the San Ramon Valley Fire Protection District that a 5-minute response time (travel time) can be maintained for 90 percent of emergency calls in urban and suburban areas and/or that there will be a fire station within 1.5 miles of all development.

Project Compliance: The Master Plan is an infill project within the developed area of the City of San Ramon and is within the current San Ramon Valley Fire Protection District. The nearest station to the proposed Project site, Station 34, located at 12599 Alcosta Blvd., is approximately 0.75 miles from the Project site. A 0.75-mile response area is considered adequate to ensure 5 minute emergency response to all properties. The Project has been reviewed by the San Ramon Valley Fire Protection District and on July 7, 2020 written verification of the standards was provided and additional comments on the Project have been incorporated into the conditions of approval.

c. Flood Control

Performance Standard: Prior to project approval, applicants shall obtain written verification from the San Ramon Engineering Services Department stating that

the new development will provide adequate storm drain facilities. Runoff from the development shall not increase the 100-year peak flow in the City's flood control channels and shall be typically equal to pre-development conditions.

Project Compliance: The contemplated development associated with the Master Plan has been analyzed and will result in additional impervious surface beyond what previously existed, but will also incorporate stormwater measures to comply with the C-3 NPDES permit requirements. The City of San Ramon Engineering Services Department conditioned the project appropriately and on July 7, 2020, provided written verification of compliance with this standard.

d. Parks

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

Project Compliance: Master Plan anticipates the addition of 4,500 multifamily units. Currently, the General Plan's 2035 buildout population estimate is 96,179 residents. Implementation of the proposed Master Plan could result in an increase in up to 13,365 residents at full project buildout in 2048; however, adjusted for the 2035 buildout horizon results in an additional 7,425 residents. This population increase is within the current buildout projection for the General Plan 2035 and consistent with the current analysis and performance standard for Parks. Further, as multifamily residential units, Project is only required to provide park impact fees that the City utilizes to improve and develop parks to satisfy the performance standard. Additionally, the Project anticipates approximately 40.7 acres of publicly accessible, privately owned and maintained, parks, open space, and other public facilities that will help minimize impact on City park resources.

e. Police

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

Project Compliance: The Master Plan is an infill project within the existing police service area. The Department's headquarters are located at 2401 Crow Canyon Road, approximately 2.5 miles from the Project site. The Department currently provides police protection services to the properties surrounding the Project site. The Project has been reviewed by the Police Department and on July 7, 2020 written verification of compliance with the standard was provided.

f. Sanitation Facilities

Performance Standard: Prior to project approval, require written verification from the approved service provider that adequate sanitation facilities and services will be available to serve the project

Project Compliance: The Sanitation District has reviewed the Master Plan and provided written verification on September 13, 2019 that the Sanitation District has adequate sanitation facilities serve the Project. In addition, Central San provided an additional Will Serve letter on July 7, 2020.

g. Schools

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

Project Compliance: The San Ramon Valley Unified School District (SRVUSD) requires the Project to pay the school impact fee to the SRVUSD prior to issuance of a building permit. The fees will be based on the rates for gross floor area of the proposed development type (commercial, Residential, etc).

h. Water

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

Project Compliance: The Master Plan conducted a Water Supply Assessment (WSA) as part of the EIR to ensure adequate water resources are available for the project. The East Bay Municipal Utility District (EBMUD) has reviewed the WSA and on January 14, 2020 provided written verification that the Water demand projections has been accounted for in EBMUD's future water demand projections and the district is capable of providing service to the project. Further each future project is required to provide project specific information for water service connection prior to the issuance of a building permit.

As indicated above, the Project can meet each of the identified performance standards for full urban services as outlined in 2007 approvals and the General Plan Growth Management Element.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that pursuant to Government Code Section 66020(d)(1), the applicant is hereby given notice that the 90-day period in which the applicant may protest any fees, dedications, reservations or other exactions imposed on the development project and stated in the Conditions of Approval attached hereto shall commence upon passage of this Resolution; and

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission does hereby approve the City Walk Master Plan entitlements including Vesting Tentative (MJ 19-900-001); Development Plans (DP 19-300-002); Conditional Use Permit (LUP 19-500-004); Minor Use Permit (LUP 20-501-002); Architectural Review (AR 19-200-056) based on the required findings and subject to the Conditions of Approval (Exhibit B) and the Mitigation Monitoring and Reporting Program (Exhibit C).

PASSED, APPROVED AND ADOPTED on this 4th day of August 2020 by the following vote:

AYES: Commissioners Frank, Kuznik, Marks, Vice Chair Wallis and Chair Alpert

NOES:

ABSTAIN:

ABSENT:



Gary Alpert
Planning Commission Chairperson

ATTEST:



Jennifer Chavez, Planning Commission Clerk

Exhibits

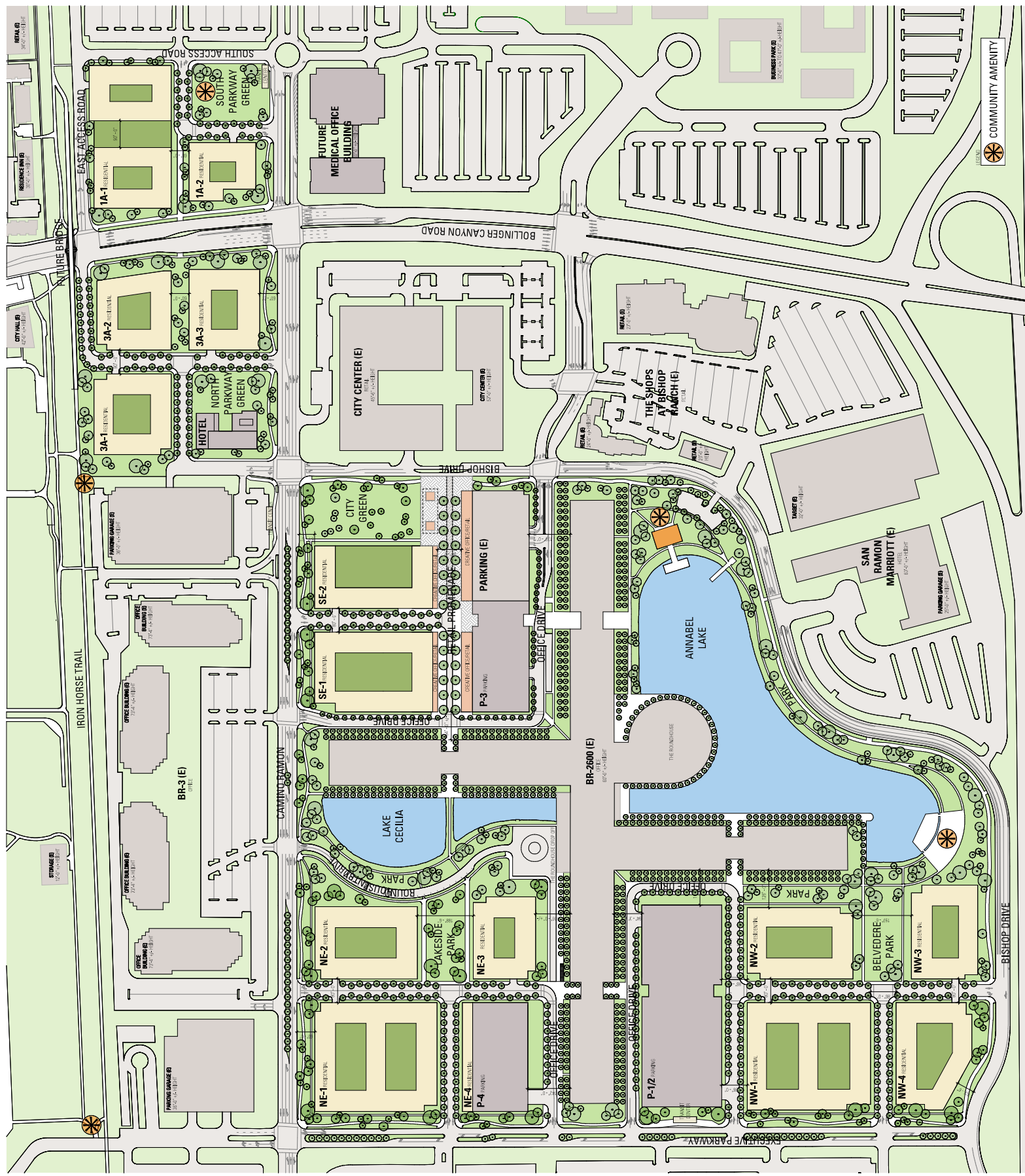
- Exhibit A: CityWalk Master Plan Layout
- Exhibit B: Conditions of Approval
- Exhibit C: Mitigation and Monitoring Reporting Program
- Exhibit D: General Plan Consistency Table
- Exhibit E: Development Application Packet (By Reference)
- Exhibit F: Vesting Tentative Map
- Exhibit G: City Walk Design Guidelines (By Reference)

Resolution No. 11-20

EXHIBIT A

CITYWALK

Master Plan Layout



Resolution No. 11-20

EXHIBIT B

CITYWALK

Conditions of approval

CITYWALK

CONDITIONS OF APPROVAL

August 4, 2020

The Term Applicant(s) shall refer to the owner or lessee of the property or anyone acting as authorized agent for the property owner or lessee for the purpose of development, construction or satisfaction of conditions of approval referenced herein.

The proposed project and compliance with these conditions of approval shall be based on substantial compliance with the CityWalk Master Plan submitted by Sunset Development and the City of San Ramon dated "Received" December 9, 2019, as amended and deemed complete on January 15, 2020; and approved by the San Ramon Planning Commission on August 4, 2020 Resolution No. 11-20

- Major Subdivision- MJ 19-900-001(Vesting Tentative Map)
- Development Plan- DP 19-300-002
- Architectural Review- AR 19-200-056
- Land Use Permit- UP 19-500-004 (Misc. Uses)
- Minor Use Permit- MUP 20-501-002 (Shared Parking)

PROJECT APPROVAL

1. The Project authorized with this action consists of the approval of the CityWalk Master Plan for up to 4,500 multi-family dwelling units, a 169-key hotel, 166,000 square feet of commercial space, parking structures, and additional amenities as approved by Planning Commission on August 4, 2020 by Resolution No 11-20. All future development actions or phases shall The Project shall be in substantial conformance with the Master Plan and Vesting Tentative Map plans dated received December 9, 2019, as amended or modified by the conditions herein or by subsequent action.
2. The approval(s) authorized by this action shall expire only if the approved Vesting Tentative Map expires per the City Subdivision Ordinance and California Subdivision Map Act, or as defined by the terms of any Development Agreement subsequently approved for the Master Plan or any portion thereof.
3. Failure of the Applicant(s) to implement, follow, and adhere to these conditions may result in revocation hearing proceedings before the Zoning Administrator, Planning Commission and/or City Council.
4. The Applicant (including any assignee or successor-in-interest) shall defend, indemnify, and hold harmless the City of San Ramon (City) and its agents, elected officials, officers, and employees from any claim, action or proceeding against the City or its agents, elected officials, officers, and employees to attack, set aside, void or annul any part of the City's approval of the Applicant's project. The City will promptly notify the Applicant of any such claim, action or proceeding, and cooperate in the defense.

SPECIAL CONDITIONS

Future Process

5. Development Plan and Architectural Review applications are required for each building or Phase of the CityWalk Master Plan. Those development will be subject to the standard Staff review process including development review by City Departments, outside agencies and utilities. Each building or Phase will be subject to review by the Architectural Review Board and final approval by the Planning Commission.
6. Each future Development Plan and Architecture Review approval shall be subject to its own project specific conditions of approval based on the specifics of the design proposal and consistent with these Master Plan conditions of approval. In addition, each Development Plan and Architecture Review will require verification of service capacity from local utilities (Water, Sewer, etc.).
7. Prior to the issuance of a building permit, each future phase of the Master Plan that is relying on shared parking resources shall enter into a shared parking agreement in a form acceptable to the City. The agreement shall be recorded on the affected properties and spell-out the specific assumptions and obligations.
8. All mitigation measures contained in the approved Environmental Document Mitigation Monitoring and Reporting Program (Exhibit B) shall be implemented, as appropriate, and are incorporated by reference as conditions of approval.
9. All future project signage shall be subject to Zoning ordinance standards or as approved by a master sign program.
10. Prior to issuance of building permits for each phase of construction, the project Applicant shall demonstrate that all proposed parking lots or parking structures meet or exceed Building Code standards for on-site Electric Vehicles(EV) charging stations as well as EV parking provisions as required by California Green Building Standards. The placement of EV charging stations shall consider overall site efficiency and effective access for residents, visitors, and customers of commercial properties.

Construction Sale Tax Sub-Permit

11. Prior to the construction of any portion of the CityWalk Master Plan, the Developer shall require that all qualifying contractors and subcontractors exercise their option to obtain a Board of Equalization sub-permit for the jobsite and allocate all eligible use tax payments to the City of San Ramon. Prior to commencement of any construction activity onsite the developer will require that the contractor or subcontractor provide San Ramon with either a copy of their Board of Equalization account number and sub-permit, or a statement that use tax does not apply to their portion of the project.

Funding City Services

12. Prior to issuing the first Certificate of Occupancy, or as may be agreed to in a subsequent approval of a Development Agreement, the Applicant shall provide a funding mechanism to offset the additional costs associated with providing City services to the Project. Appropriate funding mechanisms for compliance with this condition of approval includes but is not limited to, a Community Facilities District (CFD), a Landscape and Lighting District, or other mechanism acceptable to the Applicant and City. The Applicant shall be responsible for associated administrative costs of establishing said funding mechanism.

Park Fees

13. As a mixed use multifamily residential development project, the Applicant(s) shall pay applicable Park Facilities fees in accordance with the City's Ordinance. As an alternative, the City may consider alternative compliance methods that further General Plan policies for park and recreation facilities, including but not limited to public access to private park and recreation facilities, existing park facility improvements or dedication of land or facilities to the City. Any alternative compliance method shall be approved, prior to the issuance of a building permit, by a separate agreement or other instruments demonstrating that the fee obligation has been met to satisfaction of the City. The requirements may be addressed by subsequent approval of a Development Agreement.

Police Services

14. Prior to occupancy of the 1700th residential unit, the Applicant shall have in place an agreement with the City for funding of police staff and facilities necessary to address the proportionate population increase associated with the proposed Master Plan. The specific terms of the agreement may include, impact fees, a special district, dedication of facilities (such as police substation), or other measures acceptable to the City to support the City standard of .8 officers per 1,000 residents and meet the related police facility needs. The requirements may be addressed by subsequent approval of a Development Agreement.

Housing

15. Prior to the issuance of the building permit for the first building or phase of construction, the Applicant shall enter into an Affordable Housing Agreement demonstrating compliance with the City's Inclusionary Housing Ordinance. Each residential phase shall be required to provide its proportionate requirement of affordable units at the designated income levels unless an alternative standard is approved and documented by a separate agreement approved by the City.
16. The Applicant(s) /owner shall provide sale or lease disclosure for each residential unit including a statement as to the nature of mixed use developments and relationship between residential and commercial components of the project. The disclosure shall include acknowledgement of the fact that there is potential for noise and related impacts associated

with the proximity to commercial uses and construction activities. The content of the disclosure statement shall be review and approved by the Zoning Administrator.

17. All rental multifamily phases of the Master Plan shall commitment to full participation in the Crime Free Multi Housing Program for all individual rental communities (Police Services).

Construction Noise

18. Applicant(s) shall submit and obtain City approval of a Construction Noise Plan for all equipment that emits noise levels above the City's threshold prior to construction. This plan shall address anticipated construction noises generated by the project and how to minimize the impact of these noises (i.e. limiting the hours of equipment use, use of mufflers, distance to sensitive receptors, etc.).
19. Prior to the first residential occupancy of each of the Master Plan residential neighborhoods, construction activities shall be regulated by Municipal Code Section B6-100 limiting construction activities to 7:30 AM and 7:00 PM Monday through Friday, 9:00 AM and 6:00 PM on Saturday and Sundays; and prohibiting work on federal holidays.
20. Initial residential occupancy of the Master Plan neighborhoods, prior to the execution of a lease or sales document, the Applicant shall provide future tenants a Construction Noise Disclosure form that informs the future occupants of ongoing construction activities that are outstanding in the area/neighborhood and allowable construction hours. The disclosure shall be provided to Planning Services for review and approval prior to dissemination.
21. After initial residential occupancy of the Master Plan neighborhoods, construction activity shall be limited to the hours between 7:30 AM and 6:00 PM Monday through Friday, 9:00 AM and 5:00 PM on Saturdays. Construction shall be prohibited on Sundays and federal holidays.
22. The City may impose more restrictive construction days/hours if determined to be necessary to protect the public well-being. The Applicant shall designate a "Noise Disturbance Coordinator" to respond to any local complaints about construction noise and work closely with Planning Services Staff in resolving complaints. A notice shall be sent to property owners and tenants/residents within a 500-foot radius of the site prior to start of site grading or construction. The Notice shall contain the Noise Disturbance Coordinator's contact information along with approved hours of construction.
23. 72 Hours prior to the start of pile driving or other high noise/vibration threshold activities, associated with any of the phases of construction, the Applicant shall send notice of those activities to property owners and tenants/residents within a 300-foot radius of the construction site. The Notice shall contain the Noise Disturbance Coordinator's contact information along with a schedule related to the pile driving or other high noise/vibration threshold activities and approved hours of construction.

Central Contra Costa County Sanitation District (Central San)

(Compliance with this condition is subject to Central San approval)

24. As indicated in the November 2019, will serve letter, and based on the 2019 Central San initiated a capacity study for the sewers in the project vicinity, the Applicant shall reimburse Central San for the actual costs to complete the necessary inspection, cleaning, and sewer improvement work from the development. This includes the possible increased capacity relief solution of the identified unused 15-inch sewer parallel to the 30-inch interceptor. Inspection and cleaning of the existing 15-inch sewer is needed to assess the condition and remaining useful life of the sewer and to determine what renovation may be required.

East Bay Municipal Utility District (EBMUD)

(Compliance with this condition is subject to EBMUD approval)

25. The proposed development has a significant recycled water demand and per EBMUD regulations, the project sponsor would be responsible for installation of recycled water main extensions, meters, laterals, and on-site recycled water systems. All piping and appurtenances for recycled water uses shall be plumbed separately from the on-site potable system in order to accept recycled water when it becomes available. Feasible recycled water uses may include, but are not limited to, landscape irrigation, commercial and industrial process use, and toilet and urinal flushing in non-residential buildings. The Applicant coordinate with EBMUD's Office of Water Recycling during the specific planning process regarding specifications for the recycled water system.

SAN RAMON VALLEY FIRE PROTECTION DISTRICT

(Compliance with these conditions is subject to Fire District approval)

26. Applicant agrees to the following:
- a. Make a one-time payment of \$1.25 million to the Fire District for 50% of the Station 34 remodel. The fees shall be paid when the project reaches 25% of the total 4,500 residential unit buildout;
 - b. Make a one-time payment of \$400,000 to the Fire District for an additional ambulance at Station 34. The fees shall be paid when the project reaches 25% of the total 4,500 residential unit buildout; and
 - c. Make a one-time capped payment of \$800,000 to the Fire District as a contribution toward a new aerial truck at Station 34. The fees shall be paid when the project reaches 25% of the total 4,500 residential unit buildout; or
 - d. In lieu of the payments called for under 26.a, 26.b and 26.c above, Applicant and Fire District may enter into a written mutual agreement related to the construction/renovation of the District/City Joint Public Safety Complex, all terms and conditions to be agreed upon by Applicant and Fire District.

Prior to Final Map/Parcel Map Approval

27. Applicant(s) shall offer to the City at time of each Final Map approval all abutting road rights of way and easements not previously accepted by City or Contra Costa County, as the case may be, for all past, existing, and intended public improvements and any necessary quitclaims or abandonment of easements.
28. The Applicant shall provide all necessary easements for public access, emergency vehicle access, sewer, storm drain, water, and other utilities, as required by the City or serving utility.
29. The Applicant shall provide site visibility easements to ensure clear visibility at Project roadway intersections as required the Zoning Ordinance and by the City Engineer.
30. The Applicant shall enter into a Subdivision Improvement Agreement pursuant to the requirements of the City's Subdivision Ordinance.

GENERAL CONDITIONS (Applicable to all Future Development):

Building Permits and Construction

31. The Applicant shall obtain building permits for each building/phased based on the most current and applicable California Building Code, California Mechanical Code, California Plumbing Code, California Electrical Code and other related codes as referenced in the City of San Ramon's Municipal Code Building Ordinances.
32. Prior to the issuance of a building permit, the applicant shall provide documentation, in a form acceptable to the Building Official, of all additional required approvals from the Fire District, East Bay Municipal Utility District Sanitary District, Contra Costa County Health Department, or other agency, as applicable.
33. Prior to the issuance of a building permit a final lighting plan and photometric shall be reviewed and approved by San Ramon Police Services, Building Services and Planning Services Division. These plans shall conform to provisions of the City of San Ramon Building Security Ordinance and the Zoning Ordinance. Additionally, as part of the proposed landscape plan, the applicant shall consider landscape and design features that account for design goals while allow for maximum surveillance and illumination
34. All parking structures shall be reviewed by Police Services and required to ensure adequate illumination and surveillance to maintain a safe environment (Police Services).
35. Prior to the issuance of a building permit for any building or phased of the Master Plan Approval, the Applicant(s) shall pay all applicable fees including, but not limited to Childcare, City Beautification, General Plan and Zoning Ordinance Recovery, Aerial Mapping and Document Imaging per the City adopted Fee Resolution or as approved by the Vesting Tentative Map or specified by an approved Development Agreement.

36. The final conditions of approval shall be printed on the cover page of the building permit plan set submittal.
37. The Applicant(s) shall submit along with the building permit application materials, and again at the final building occupancy, an annotated copy of the Conditions of Approval noting how each listed and any attached condition has been satisfied and provide the appropriate back-up documentation demonstrating compliance with each condition of approval.
38. The Applicant(s) shall confer with local postal authorities to determine the type of mail receptacles that are to be utilized for this project. Design of mail receptacles shall be submitted to Planning Services for review and approval, and shall include approval by the Post Office.
39. Applicant(s) to comply with all of the requirements of the Contra Costa County Health Services pursuant to the design, installation and maintenance of any water feature designed for use and contact with humans.

Public Services Division

40. The Applicant shall submit a Waste Management Plan (WMP) for all construction that is compliant with the City's Construction and Demolition (C&D) debris program. The WMP shall detail the methods for achieving at least 50% of all Project construction and demolition debris to be recycled.
41. The Applicant shall submit a site plan and conceptual drawings of the solid waste and recycling enclosures, showing the number, size, and locations of the enclosures and containers for solid waste, recycling, and organic waste. Enclosures shall be designed and located to be accessible to standard automated refuse and recycling collection vehicles.

SAN RAMON VALLEY FIRE PROTECTION DISTRICT

(Compliance with these conditions is subject to Fire District approval)

42. Each phase of Master Plan construction and individual buildings shall comply with current code requirements including District Ordinance at the time of building permit issuance.
43. Access to the Master Plan project phases and individual buildings shall comply with current code requirements including District Ordinance at the time of building permit issuance.
44. All new street names to be approved by Fire District prior to occupancy.
45. Access and water supply for Master Plan project phases or individual buildings shall be approved, completed, and signed off before construction commences.
46. At the completion of each building a pre-plan survey shall be conducted at the expense of the developer.

47. Fees shall be in accordance with current fee schedule at the time of building permit or requested service.

SAN RAMON VALLEY UNIFIED SCHOOL DISTRICT

(Compliance with this condition is subject to San Ramon Valley Unified School District review)

48. Projects developed within the boundaries of the San Ramon Valley Unified School District will be subjected to developer fees. The payment fee shall be verified prior to the issuance of Building Permits based on the Permit square footages. Please contact the San Ramon Valley Unified School District for an estimate of applicable fees.

Engineering Services Division

49. The Project, shall comply with all applicable standards in the current Engineering Design, Grading, and Procedures Manual.
50. The Applicant shall pay all outstanding review fees that were incurred while processing the development applications through the Planning Commission, prior to any additional Engineering permits being granted.
51. All off-site improvements and mitigation required for the Project shall comply with the latest requirements of the Americans with Disabilities Act (ADA).
52. The Applicant shall obtain an encroachment permit for all work conducted within the City right-of-way or easement.
53. The Applicant shall obtain a grading permit and/or site development permit for all remedial and corrective grading work, and all site improvements associated with all future development within the Master Plan area, including, but not limited to, grading and drainage facilities, roadway, sidewalk and landscape.
54. The Applicant shall provide all final studies, reports, agreements, and other project documents in PDF format or City-approved alternate. As-built plans shall be provided in PDF and AutoCAD format, or City-approved alternate.
55. All modifications or improvements within the public right of way shall be subject to approval by the City, including but not limited to items such as parking on Bishop Drive and all midblock pedestrian crossings.

Prior to Grading Permit or Site Development Permit Issuance

56. The Applicant shall pay applicable plan check, inspection, drainage mitigation, creek study fees, and other development impact fees pursuant to the Municipal Code and established in the City's current fee schedule.

57. The Applicant shall pay all peer review fees for consultant review of project documents as established by the City's current fee schedule.
58. The Applicant shall provide surety in the amount and form approved by the City Engineer with the surety company licensed to do business in the State of California and acceptable to the City of San Ramon.
59. The Project grading and improvements shall be in general conformance with that indicated on the Vesting Tentative Map as amended by the conditions herein unless otherwise approved by the City. Staff approval of final reports, analyses, and construction plans for each block, parcel, and/or project (subject to future entitlements) may result in additional work that may modify the ultimate design and location of proposed Project components. If grading or improvements are phased, then the phasing and timing of grading and construction of improvements for each phase shall be reviewed as part of the grading and/or site development permit process.
60. The Applicant shall submit final geotechnical reports for each block, parcel, and/or project of the Vesting Tentative Parcel Map which comply with the requirements set forth in the City's current Subdivision and Grading Ordinances and Engineering Design, Grading and Procedures Manual. The final geotechnical reports shall be updated to reflect the proposed development for each block, parcel, and/or project (subject to future entitlements) at the time of filing of the Final Map.
61. The Applicant shall submit a final hydrology and hydraulic study for each block, parcel, and/or project (subject to future entitlements) which complies with the requirements set forth in the City's current Subdivision Ordinance and the Engineering Design, Grading and Procedures Manual. Final studies shall include additional analyses, as required by Engineering Division staff, to mitigate the additional runoff, and provide design recommendations on how the each project will meet both regional and local drainage requirements, and shall be approved by the Engineering Division. Staff approval of all final studies may result in additional improvements not currently shown or proposed, and shall be subject to further review upon future project entitlements.
62. The Applicant shall submit a final stormwater control plan for each block, parcel, and/or project (subject to future entitlements) which complies with the requirements set forth in the City's current Stormwater C.3 Guidebook and Municipal Regional Stormwater Permit issued by the San Francisco Bay Regional Water Quality Control Board. Final reports include additional calculations, as required by Engineering Division staff, to address stormwater treatment and provide design recommendations on how each project will meet stormwater treatment requirements for both the private and public facilities, and shall be approved by the Engineering Division. Staff approval of all final plans may result in additional improvements not shown or proposed, and shall be subject to further review upon future project entitlements.
63. The Applicant shall obtain all required permits and approvals from federal, state, and local agencies having jurisdiction over the project, including but not limited to, the United States

Army Corps of Engineers, the Federal Emergency Management Agency, the California Department of Fish and Wildlife, the San Francisco Bay Regional Water Quality Control Board, and the East Bay Regional Parks District. Copies of these permits shall be provided to the Engineering Division. Permits and approvals by these agencies may result in additional work or modifications to the proposed Project improvements.

64. The Project shall have all new utilities installed underground. This includes, but is not limited to, electrical, gas, telephone, and cable television services in accordance with City policies and ordinances. All utilities shall be located within public utility easements or public streets.
65. The Applicant shall submit to the City a letter certifying that sight and distance triangles (as adopted in the Zoning Ordinance) have been reviewed for clear visibility based on proposed design amenities at all intersections as deemed appropriate by the City Engineer.

During Construction

66. The Applicant(s) shall maintain the area surrounding the project in a clean and orderly manner at all times. All litter shall be picked up at the end of each day of construction activity. The Applicant(s) shall be responsible for all corrective measures necessary to contain all trash, construction debris and materials on-site until disposal off-site can be arranged. If deemed necessary, the Zoning Administrator may request that a trash management plan be submitted for review and approval.
67. With the exception of authorized construction, no use activity or process shall produce vibrations that are perceptible without instruments by a reasonable persons at the property lines of a site.
68. With the exception of authorized construction, no use, process or activity shall produce objectionable odors that are perceptible without instruments by a reasonable persons at the property lines of a site.
69. With the exception of authorized construction, uses, activities, and processes shall not produce unreasonable, disturbing, or unnecessary emissions of heat or humidity, at the property line of the site on which they are situated, that cause material distress, discomfort, or injury.

PRIOR TO BUILDING OCCUPANCY

70. The Applicant(s) shall submit a set of annotated conditions detailing the compliance status of each condition of approval at least 72 hours prior to requesting final occupancy.
71. All required landscaping/irrigation shall be installed in accordance with the approved plans. The required landscaping/ irrigation along the street frontages shall also be installed in connection with the respective phase unless the City Engineer delays the installation to

facilitate street improvements (this applies prior to building occupancy OR building occupancy of the last building within the respective phase).

72. After written certification of consistency with the approved landscape plans by a licensed landscape architect has been provided to Planning Services, the Applicant(s) shall request inspection of the final landscape/irrigation plan from Planning Services at least 72 hours prior to building occupancy inspection.
73. The applicant shall submit to the Planning Services Division three executed and notarized copies each of a Landscape Maintenance Agreement and/or Building Exteriors and Parking Lot Maintenance Agreement that shall be recorded as a deed restriction on all common areas.
74. The project Applicant(s) shall effectively screen, as viewed from public streets, all rooftop equipment ducts, meters, air conditioning equipment, refrigeration equipment, plumbing, transformers, wireless telecommunication equipment and other mechanical equipment, whether open to the structure, on the ground, or on the roof, with materials architecturally compatible with other buildings. Screening details shall be shown on the plans submitted for issuance of building permits, the adequacy of which shall be determined by the City. All required screening shall be provided prior to occupancy.
75. The Applicant(s) shall install a public art feature in accordance with the Art in Public Places Guiding Procedures and in accordance with the approved project plans.

Transportation Services Division

76. The Applicant is required to participate in the City's Transportation Demand Management (TDM) Advisory Committee.
77. The Applicant is required to promote TDM program strategies for both commercial and residential properties aimed at reducing peak hour commute trips and contribute to regional air quality improvements by participating in the City's 511 Contra Costa Transportation Demand Management Program(s). TDM program components include carpooling, vanpooling, transit, telecommuting, walking, bicycling, and/or telecommute policies.
78. The Applicant is required to promote local bus service to and from regional transit lines and when applicable; consult with the City and local transit providers for changes to routes and/or service.
79. Consistent with the Master Plan Project description, the applicant is required to provide all residents of the Master Plan area free transit passes to encourage the use of public transportation. The Applicant may propose alternative methods and incentives for consideration by the City TDM program.
80. The Applicant is required to maintain 5% parking for rideshare services, on-demand, carpool, and vanpool parking Additional compliance standards for residential component of the

project shall be considered on a case by case basis with the goal of meeting or exceeding the 5% standard for the Master Plan Area as a whole.

81. The Applicant shall take necessary steps to support a maximum 80% Drive Alone Rate (minimum 20% rideshare standard) for the commercial component of the project with the goal of further expanding the ride share percentages associated with the residential component of the Master Plan.
82. The Applicant is required to survey employees to determine Drive Alone Rate. Survey can be done in concert with Citywide travel demand survey and take place every three years. The survey should include the residential components of the Master Plan for an assessment of VMT reduction rate associated with housing in relation to the Bishop Ranch employment base. .
83. As part of each phase of development, the Applicant shall designate bicycle parking consistent with City Standards.
84. The Applicant is required to provide on-site bike-share programs for tenants (residential and commercial) and retail businesses within the Master Plan area.
85. The Applicant is required to distribute, at least quarterly, TDM program information to tenants and retail businesses. In addition, the Applicant shall provide each future residential tenant TDM program information at the time they enter into a lease agreement or occupy their unit. Program information is available through the City's 511 Contra Costa TDM program and the Regional Rideshare Program.
86. The Applicant is required to provide kiosks or display racks for TDM program information in the lobbies or similar entry points to residential and commercial components of the Master Plan.
87. The Applicant is required to consult with City to review and approve location/site plan of Mobility Hubs and consult with local public transit agencies.
88. The Applicant is required to modify the City Center Shuttle Service (as required by the City Center Project approvals) to effectively accommodate the tenants of Multi-family developments by providing service to the Mobility Hubs or building specific access points. Prior to issuance of building permit, applicant shall submit the shuttle route and schedule to the City for review and approval. The applicant shall provide both residential and employment ridership data to the City every six months, and provide annual updates on ridership and implementation strategies to the Transportation Advisory Committee (TAC) and the Transportation Demand Management Advisory (TDM) Committee.

Resolution No. 11-20

EXHIBIT C

CITYWALK EIR

MITIGATION AND MONITORING REPORTING PROGRAM

**Mitigation Monitoring and Reporting Program
for the
CityWalk Master Plan
Draft Environmental Impact Report
City of San Ramon, Contra Costa County, California
State Clearinghouse Number 2019090586**

Prepared for:

City of San Ramon

7000 Bollinger Canyon Road
San Ramon, CA 94583
925.973.2500

Contact: Lauren Barr, Planning Manager

Prepared by:

FirstCarbon Solutions

1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597
925.357.2562

Contact: Mary Bean, Project Director
Lisa Davison, Project Manager

Date: July 15, 2020

PREFACE

Pursuant to Public Resources Code Section 21081.6, the City of San Ramon (Lead Agency) hereby finds that the mitigation measures set forth in the Mitigation Monitoring and Reporting Program (MMRP) will reduce or avoid potentially significant impacts of the CityWalk Master Plan to the extent feasible for the reasons described in the Draft Environmental Impact Report (Draft EIR) and administrative record. The Lead Agency intends for each of the mitigation measures to be adopted as recommended in the Draft EIR. In the event of any inconsistencies between the mitigation measures set forth in the Draft EIR and the MMRP, the MMRP shall govern.

| Mitigation Measures | Method of Verification | Timing of Verification | Responsible for Verification | Verification of Completion | |
|--|--|--|--|----------------------------|---------|
| | | | | Date | Initial |
| Section 3.2—Air Quality | | | | | |
| <p>MM AIR-2a: The following Best Management Practices (BMPs), as recommended by the Bay Area Air Quality Management District (BAAQMD), shall be included in the design of all development contemplated by the proposed Master Plan and implemented during all construction:</p> <ul style="list-style-type: none"> • All active construction areas shall be watered at least two times per day. • All exposed non-paved surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and access roads) shall be watered at least three times per day and/or non-toxic soil stabilizers shall be applied to exposed non-paved surfaces. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered and/or shall maintain at least 2 feet of freeboard. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage regarding idling restrictions shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. <p>The prime construction contractor shall post a publicly visible sign with the telephone number and person to contact regarding dust complaints. The City of San Ramon and the construction contractor shall take corrective action</p> | <p>Incorporation into project construction documents</p> <p>On-site inspection</p> <p>Submittal of proof of BMP implementation during construction</p> | <p>Prior to construction</p> <p>During construction</p> <p>During construction</p> | <p>City of San Ramon Engineering Services Division; project applicant; construction contractor</p> | | |

| Mitigation Measures | Method of Verification | Timing of Verification | Responsible for Verification | Verification of Completion | |
|--|---|--|--|----------------------------|---------|
| | | | | Date | Initial |
| within 48 hours. The BAAQMD’s phone number shall also be visible to ensure compliance with applicable regulations. | | | | | |
| MM AIR-2b: Prior to the issuance of any grading or building permits (whichever occurs earliest), the project applicant and/or construction contractor shall prepare a construction operations plan that, during construction activities, requires all off-road equipment with engines greater than 50 horsepower to meet United States Environmental Protection Agency (EPA) or California Air Resources Board (ARB) Tier 4 Final off-road emission standards. This plan shall be implemented prior to construction activities to ensure that all off-road equipment with engines greater than 50 horsepower meet either EPA or ARB Tier 4 Final off-road emission standards. The construction contractor shall maintain records concerning its efforts to comply with this requirement during construction, including equipment lists. Off-road equipment descriptions and information may include but are not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, and engine serial number. The project applicant and/or construction contractor shall submit the construction operations plan and records of compliance to the City of San Ramon. | Submittal of construction operations plan and records of compliance On-site inspection | Prior to issuance of grading or building permit; prior to any construction activities During construction | City of San Ramon Community Development Department; project applicant; construction contractor | | |
| MM AIR-2c: The following measure shall be applied to all development under the proposed Master Plan during construction to facilitate the use of electric landscaping equipment during project operations: <ul style="list-style-type: none"> Provision of outlets on the outside of buildings or in other accessible areas to facilitate the use of electrically powered landscape equipment. | Incorporation into project construction documents On-site inspection | Prior to construction During construction | City of San Ramon Community Development Department | | |
| MM AIR-2d: The following measures shall be applied to all development under the proposed Master Plan during both construction and operation to reduce ROG emissions: <ul style="list-style-type: none"> Use super-compliant architectural coatings. These coatings are defined as those with volatile organic compound (VOC) less than 10 grams per liter. | Incorporation into project construction documents On-site inspection | Prior to construction During construction | City of San Ramon Community Development Department; construction contractor | | |

| Mitigation Measures | Method of Verification | Timing of Verification | Responsible for Verification | Verification of Completion | |
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| <p>South Coast Air Quality Management District (SCAQMD)¹ provides a list of manufacturers that provide this type of coating.</p> <ul style="list-style-type: none"> ● Keep lids closed on all paint containers when not in use to prevent reactive organic gas (ROG) emissions and excessive odors. ● Use compliant low ROG cleaning solvents (also known as low VOC cleaning solvents) to clean paint application equipment. ● Keep all paint and solvent laden rags in sealed containers to prevent ROG emissions. | | | | | |
| <p>MM AIR-2e: Prior to issuance of the final certificate of occupancy for any non-residential building developed under the proposed Master Plan, the project applicant shall provide documentation to the City of San Ramon that development under the proposed Master Plan would adhere to the existing approved Transportation Demand Management (TDM) Program for the Bishop Ranch Business Park that has been shown to promote trip reductions. The incentive programs outlined in the Bishop Ranch Business Park TDM Program promote trip reductions using strategies that include, but are not limited to:</p> <ul style="list-style-type: none"> ● A Bishop Ranch Transportation Center with travel information kiosks and on-site TDM coordinators to provide transportation information educational programs ● Tenant Employee Transportation Coordinator ● Fully Subsidized transit passes on County Connection buses ● Promotion and support of carpools, vanpools, and rideshare ● Bicycle amenities such as secure racks and showers ● Incentives for using alternative travel modes, including access to 511 Contra Costa Guaranteed Ride Home Program ● Promotion of TDM Public Outreach Campaigns – 511 Contra Costa ● New employee orientation meetings detailing TDM opportunities ● Meetings with City TDM Advisory Committee | Submittal of proof of adherence to existing, approved TDM Program | Prior to issuance of final certificate of occupancy for any non-residential building | City of San Ramon Community Development Department | | |

¹ The availability of super-compliant architectural coatings for purchase is not limited to any geographical area.

| Mitigation Measures | Method of Verification | Timing of Verification | Responsible for Verification | Verification of Completion | |
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| <p>MM AIR-2f: The following measure shall be applied to all development under the proposed Master Plan to facilitate and promote the use of electric vehicles during operations.</p> <ul style="list-style-type: none"> • Prior to issuance of building permits, the project applicant shall prepare and submit building plans to the City of San Ramon that demonstrates that all buildings meet or exceed building code standards. • Prior to issuance of building permits, the project applicant shall prepare and provide documentation demonstrating that the new development under the proposed Master Plan would include installation of on-site charging units for electric vehicles. Plans for on-site electric vehicle charging shall demonstrate that proposed Master Plan would meet or exceed electric vehicle parking provisions required by California Green Building Standards. | Submittal of building plans that meet or exceed building code standards; Submittal of plans for on-site electric vehicle charging | Prior to issuance of building permits | City of San Ramon Community Development Department | | |
| <p>MM AIR-2g: Prior to the issuance of building permits necessary for construction of any residential components of the proposed Master Plan, the project applicant shall provide documentation to the City of San Ramon demonstrating that all new residential land uses will be designed as all-electric developments. All-electric developments shall not include natural gas.</p> | Submittal of proof that all new residential land uses will be designed as all-electric development | Prior to issuance of residential building permits | City of San Ramon Community Development Department | | |
| <p>MM AIR-2h: Step 1) The project applicant shall, prior to the occupancy of the 1,775th dwelling unit under the proposed Master Plan, demonstrate to the City of San Ramon that long-term operational ROG and NO_x emissions would be below the levels established by the BAAQMD thresholds. This may be achieved by providing refined emission estimates prepared by a qualified air quality specialist which verifies that development under the proposed Master Plan would not exceed the applicable regional thresholds during project operations for ROG and NO_x. As Phase 7 is not anticipated to begin operations until 2034, there are several factors that could result in lower operational emissions than those presented in this EIR. For instance, the project applicant may employ technologies that are not available at the present date (2020) to reduce operational emissions to below levels of significance. In addition, development under the proposed Master Plan could benefit from compliance with regulations affecting mobile-source and area-source operational emissions that are currently not proposed. In addition, emission factors available at the</p> | Submittal of refined emission estimates prepared by a qualified air quality specialist | Prior to occupancy of the 1,775 th dwelling unit under the proposed Master Plan | City of San Ramon Community Development Department | | |

| Mitigation Measures | Method of Verification | Timing of Verification | Responsible for Verification | Verification of Completion | |
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| <p>time Phase 7 is expected to begin operations would likely differ from those available at the time of this writing (2020). Step 1 requires the project applicant to demonstrate, to the satisfaction of the City, that the proposed Master Plan’s long-term operational emissions would not exceed the applicable BAAQMD’s regional thresholds. If the proposed Master Plan’s estimated emissions continue to exceed any applicable BAAQMD regional threshold, the requirements outlined in Steps 2 and 3 of this mitigation measure would apply.</p> <p>Step 2) The project applicant shall, prior to the occupancy of the 1,775th dwelling unit under the proposed Master Plan, enter into an agreement with the City of San Ramon to develop or participate in a verifiable off-site mitigation program to offset operational ROG and NO_x emissions to the levels established by the BAAQMD thresholds for the years in which the proposed Master Plan’s operational emissions exceed the BAAQMD thresholds after incorporation of MM AIR-2c through MM AIR-2g. The off-site mitigation program shall require the project applicant to provide payment to fund emission reduction projects through grants or similar mechanisms within the San Francisco Bay Area Air Basin. All off-site reductions must be quantifiable, verifiable, and enforceable. During the years of exceedance, the offset cost would be equal to the difference between the proposed Master Plan operational emissions and the applicable BAAQMD threshold multiplied by the emissions fee(s).</p> <p>Step 3) If Step 2 is required, the project applicant shall provide a report within 15 months of occupancy of the 1,775th dwelling unit under the proposed Master Plan demonstrating compliance with Step 2 of this mitigation measure. The report shall demonstrate that operational emissions of ROG and NO_x emissions for development under the proposed Master Plan did not exceed levels established by the BAAQMD thresholds in the year of operations being analyzed. The emissions inventory shall be prepared using BAAQMD’s approved/recommended emissions inventory model at the time of preparation of the report, using inputs and assumptions generally consistent with the model runs provided in the EIR prepared for the project. Following the submittal of the first required report, update reports shall be submitted to</p> | <p>If estimated emissions continue to exceed any applicable BAAQMD regional threshold, applicant to enter into agreement with City of San Ramon to develop or participate in a verifiable off-site mitigation program during years of exceedance</p> <p>Submittal of compliance reports</p> | <p>Prior to occupancy of the 1,775th dwelling unit under the proposed Master Plan</p> <p>Within 15 months of occupancy of the 1,775th dwelling unit, then annually</p> | <p>City of San Ramon Community Development Department</p> <p>City of San Ramon Community Development Department</p> | | |

| Mitigation Measures | Method of Verification | Timing of Verification | Responsible for Verification | Verification of Completion | |
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| <p>the City on an annual basis. Annual reporting of the implementation of emissions reduction projects shall be required until the proposed Master Plan’s emissions are less than the applicable BAAQMD’s regional thresholds without offsets.</p> <p>If annual reports indicate that emission reductions do not adequately reduce project emissions to a level below the regional BAAQMD’s threshold for any year, then any emissions not offset in a previous year shall be offset in the following year (e.g., if the 2045 emissions exceed the threshold by five tons after the emissions reductions from credits, then those five tons of emissions must be offset in the following year).</p> | | | | | |
| <p>MM AIR-3: The project applicant shall install high efficiency Minimum Efficiency Reporting Value (MERV) filters with a rating of 13 in the intake of the residential ventilation systems. Prior to the issuance of any building permit associated with residential development, the project applicant shall provide to the City for review and approval evidence that in-unit filtration systems with efficiencies equal to or exceeding a 13, as defined by defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers Standard 52.2, are included in the proposed Master Plan development as a standard design feature. To ensure long-term maintenance and replacement of the MERV filters in the individual units, the owner/property manager shall commit to maintaining and replacing the MERV 13 filters in accordance with the manufacturer’s recommendations. A signed commitment letter from the owner/property manager shall be submitted to the City of San Ramon within the first 60 days of occupancy of any residential land uses developed under the proposed Master Plan.</p> | <p>Incorporation into project development plans; Submittal of maintenance commitment letter</p> | <p>Prior to issuance of any residential building permit; within 60 days of residential occupancy</p> | <p>City of San Ramon Community Development Department; owner/property manager</p> | | |
| <p>Section 3.3—Biological Resources</p> | | | | | |
| <p>MM BIO-1a: Prior to any ground disturbance activities on BR 1A or BR 3A, a qualified Biologist shall conduct a focused survey to determine the presence or absence of burrowing owls on-site. The survey shall be conducted according to the standard protocol established by the CDFW and the Burrowing Owl Consortium (BOC). If burrowing owl is determined to be present on the site,</p> | <p>Qualified Biologist’s pre-construction burrowing owl survey and submittal of survey documents;</p> | <p>Prior to ground disturbance on BR 1A or BR 3A</p> | <p>City of San Ramon Community Development Department; Qualified Biologist</p> | | |

| Mitigation Measures | Method of Verification | Timing of Verification | Responsible for Verification | Verification of Completion | |
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| mitigation for potential impacts to owls shall follow the guidelines outlined by the BOC, including passive relocation. If vegetation removal or ground disturbance begins within 30 days of the focused survey, no pre-construction survey would be required. If vegetation removal or ground disturbance activities begin after 30 days of the focused survey, a pre-construction survey would be required to be performed no earlier than 30 days prior to vegetation removal or ground disturbance. | Qualified Biologist’s pre-construction survey if vegetation removal/ ground disturbance begins after 30 days of initial survey | | | | |
| MM BIO-1b: If suitable avian nesting habitat is intended to be removed during the nesting season (February 1 - August 31), a qualified Biologist shall conduct a nesting bird survey to identify any potential nesting activity no more than 15 days prior to ground disturbance. If passerine birds are found to be nesting, or there is evidence of nesting behavior within 250 feet of the impact area, the Biologist shall determine an appropriate buffer that shall be required around the nests. No vegetation removal or ground disturbance would occur within this buffer. For raptor species—birds of prey (e.g., hawks and owls)—this buffer would generally be 500 feet. A qualified Biologist shall monitor the nests closely until it is determined that the nests are no longer active, at which time construction activities may commence within the buffer area. | Qualified Biologist’s pre-construction survey and submittal of survey; on-site monitoring by the qualified Biologist if survey finds passerine birds or raptor species | Prior to ground disturbance during nesting season (February 1 through August 31) | City of San Ramon Community Development Department; Qualified Biologist | | |
| Section 3.4—Cultural Resources | | | | | |
| MM CUL-1: An archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards for archaeology shall be present during the initial grading on BR 1A, BR 3A, and BR 2600 to check for the inadvertent exposure of cultural materials. In the event exposed soils indicate cultural materials may be present, this may be followed by regular or periodic “spot-check” monitoring, but full-time archaeological monitoring is not recommended at this time. In the event cultural resources are encountered during subsurface activities, all construction within a 100-foot radius of the find shall cease until the qualified Archaeologist determines whether the resource requires further study. The project applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate Department of Parks and | Qualified Archaeologist’s on-site inspection(s); Inclusion of discovery clause in all construction contracts; City notification if cultural materials are encountered; Provision of Section 15064.5 permit(s) and copy of DPR 523 forms; Archeologist’s | During initial grading; Regularly during ground disturbance if exposed soils indicate cultural materials may be present | City of San Ramon Community Development Department; Qualified Archaeologist | | |

| Mitigation Measures | Method of Verification | Timing of Verification | Responsible for Verification | Verification of Completion | |
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| Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria by a qualified Archaeologist. Potentially significant cultural resources consist of, but are not limited to, glass, ceramics, stone, bone, wood, and shell artifacts or features, including hearths, structural remains, or historic dumpsites. The Archaeologist shall make recommendations concerning appropriate measures that will be implemented to protect the resource, including but not limited to excavation and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. | submittal of findings and documentation | | | | |
| <p>MM CUL-3: If during the course of construction activities there is accidental discovery or recognition of any human remains, the following steps shall be taken:</p> <ol style="list-style-type: none"> 1. There shall be no further excavation or disturbance within 100 feet of the remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the Most Likely Descendant (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resource Code Section 5097.98. 2. Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the MLD or on the project site in a location not subject to further subsurface disturbance: <ul style="list-style-type: none"> • The NAHC is unable to identify an MLD or the MLD failed to make a recommendation within 48 hours after being notified by the commission. • The descendant identified fails to make a recommendation. | Inclusion of discovery clause in all construction contracts; City notification if human remains are encountered; County Coroner contacts NAHC and submits NAHC correspondence to City | During construction if human remains are discovered | City of San Ramon Community Development Department; City of San Ramon Engineering Services Division; project applicant; construction contractor; Contra Costa County Office of the Sheriff; Coroner’s Division; NAHC | | |

| Mitigation Measures | Method of Verification | Timing of Verification | Responsible for Verification | Verification of Completion | |
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| | | | | Date | Initial |
| <p>The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.</p> <p>Additionally, California Public Resources Code Section 15064.5 requires the following relative to Native American Remains:</p> <ul style="list-style-type: none"> When an initial study identifies the existence of, or the probable likelihood of, Native American Remains within a project, a lead agency shall work with the appropriate Native Americans as identified by the NAHC as provided in Public Resources Code Section 5097.98. The applicant may develop a plan for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American Burials with the appropriate Native Americans as identified by the NAHC. | | | | | |
| Section 3.6—Geology and Soils | | | | | |
| <p>MM GEO-5: Prior to initiation of deep excavation procedures at depths greater than 10 feet, a qualified Paleontological Monitor shall be retained to conduct an on-site monitoring program to ensure protection of previously unknown paleontological specimens. In the event a fossil is discovered during construction of the proposed Master Plan area when the Paleontological Monitor is not present, excavation within 100 feet of the find shall be temporarily halted until the discovery is examined by a qualified Paleontologist, in accordance with Society of Vertebrate Paleontology standards. The project applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The Paleontologist shall notify the City of San Ramon and the project applicant of the procedures that must be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the City determines that avoidance is not feasible, the Paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards. The plan shall be submitted to the City for review and approval.</p> | <p>Inclusion of discovery clause in all construction contracts; Submittal of pre-construction procedures to resume construction</p> <p>Qualified Paleontological monitoring</p> <p>Submittal of data recovery plan in the event of a find</p> | <p>Prior to construction</p> <p>During all excavations that exceed 10 feet</p> <p>During construction if paleontological resources discovered</p> | <p>City of San Ramon Community Development Department; City of San Ramon Engineering Services Division; project applicant; construction contractor; Qualified Paleontological Monitor</p> | | |

| Mitigation Measures | Method of Verification | Timing of Verification | Responsible for Verification | Verification of Completion | |
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| | | | | Date | Initial |
| Section 3.7—Greenhouse Gas Emissions | | | | | |
| Implement MM AIR-2e. | See above | See above | See above | | |
| Section 3.8—Hazards and Hazardous Materials | | | | | |
| MM HAZ-2: Soil generated by construction activities on BR 3A shall be stockpiled on-site in a secure and safe manner or if designated for off-site disposal at a permitted facility, the soil shall be loaded, transported and disposed of in a safe and secure manner. Prior to off-site disposal of any excavated soils from BR 3A, the applicant shall retain a qualified consultant to test the soils for petroleum hydrocarbons. If testing reveals concentrations above acceptable levels, the applicant shall either treat the soils or dispose of them at an approved disposal facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state and federal agencies laws, in particular, the Regional Water Quality Control Board, Contra Costa Health Services and policies of the City of San Ramon. | <p>Incorporation into project construction documents</p> <p>On-site inspection</p> <p>Qualified consultant to conduct soil tests and treat/dispose soils at approved disposal facility/submit documentation to City</p> | <p>Prior to construction</p> <p>During construction</p> <p>Prior to off-site disposal of any excavated soils from BR 3A</p> | City of San Ramon Community Development Department; City of San Ramon Engineering Services Division; project applicant; construction contractor; Contra Costa Health Services | | |
| Section 3.9—Hydrology and Water Quality | | | | | |
| MM HYD-1a: Prior to the issuance of grading permits, the project applicant shall file a Notice of Intent (NOI) with and obtain a facility identification number from the State Water Resources Control Board. The project applicant shall also submit a Storm Water Pollution Prevention Plan (SWPPP) to the City of San Ramon that identifies specific actions and BMPs to prevent stormwater pollution during construction activities. The SWPPP shall identify a practical sequence for BMP implementation, site restoration, contingency measures, responsible parties, and agency contacts. | File NOI and obtain facility identification number; Submittal of a SWPPP | Prior to issuance of grading permit | State Water Resources Control Board; City of San Ramon Engineering Services Division | | |
| MM HYD-1b: Prior to the issuance of site development permits, the project applicant shall submit a final Stormwater Control Plan (SCP) to the City of San Ramon for review and approval. The SCP shall be developed using the Contra Costa Stormwater C.3 Guidebook and be designed to discourage prolonged standing/ponding of water on-site. | Submittal of final SCP | Prior to issuance of site development permits | City of San Ramon Engineering Services Division | | |

| Mitigation Measures | Method of Verification | Timing of Verification | Responsible for Verification | Verification of Completion | |
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| Section 3.11—Noise | | | | | |
| <p>MM NOI-1a: To reduce potential traffic noise impacts, prior to issuance of building permits, the applicant shall submit evidence to the satisfaction of the Planning Division to demonstrate that the proposed Master Plan includes a code compliant mechanical ventilation system that would permit windows to remain closed for prolonged periods for all proposed residential units fronting the following roadway segments.</p> <ul style="list-style-type: none"> • Camino Ramon—From Norris Canyon Road to Executive Parkway • Camino Ramon—From Executive Parkway to Bishop Drive • Camino Ramon—From Bishop Drive to Bollinger Canyon Road • Sunset Drive—From The Shops at Bishop Ranch/Bishop Ranch 2 to Bollinger Canyon Road • Bollinger Canyon Road—From Camino Ramon to Bishop Ranch 1 East • Interstate 680 North of Bollinger Canyon Road | Submittal of proof of code compliant mechanical ventilation system | Prior to issuance of building permits | City of San Ramon Community Development Department | | |
| <p>MM NOI-1b: The project shall provide upgraded wall and window assemblies for all residential units that would have a line of sight to I-680 (and would be located within 390 feet of I-680). The combined wall and window assembly shall have a minimum Standard Transmission Class (STC) rating of 32-STC or provide design level analysis to the City for review and approval that shows that the residential interior noise level standard of 45 dBA CNEL will be achieved. Prior to issuance of building permits, the applicant shall have a professional acoustic consultant review the final design plans to provide assurance to City staff that the design would provide the required STC rating.</p> | Professional acoustic consultant to review final design plans | Prior to issuance of building permits | City of San Ramon Community Development Department; Professional acoustic consultant | | |
| <p>MM NOI-2: To reduce potential construction noise impacts, the following noise-reduction measure shall be implemented during construction:</p> <ul style="list-style-type: none"> • The construction contractor shall ensure that all equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment. • The construction contractor shall ensure that unnecessary idling of internal combustion engines (i.e., idling in excess of 5 minutes) is prohibited. | <p>Incorporation into project construction documents</p> <p>On-site inspection</p> | <p>Prior to construction</p> <p>During construction</p> | <p>City of San Ramon Community Development Department; City of San Ramon Engineering Services Division; project applicant;</p> | | |

| Mitigation Measures | Method of Verification | Timing of Verification | Responsible for Verification | Verification of Completion | |
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| <ul style="list-style-type: none"> • The construction contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists. • At all times during grading and construction, the construction contractor shall ensure that stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from the nearest residential land uses. • The construction contractor shall designate a noise disturbance coordinator who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (starting too early, bad muffler, etc.) and establishment reasonable measures necessary to correct the problem. The construction contractor shall visibly post a telephone number for the disturbance coordinator at the construction-site. • The construction contractor shall ensure that construction hours are limited to between 7:30 a.m. and 7:00 p.m. Monday through Friday and limited to between 9:00 a.m. to 6:00 p.m. on Saturdays and Sundays. | | | construction contractor | | |
| Section 3.15—Transportation | | | | | |
| <p>MM TRANS-1a: The intersection of Bollinger Canyon Road/Norris Canyon shall be signalized when warranted based on a full warrant analysis. The project applicant shall either install the signal (subject to reimbursement for costs outside its fair share) or provide equitable share fees to the City of San Ramon for installation of the improvement.</p> | Signal installation at Bollinger Canyon Road/ Norris Canyon or provision of fees | When warranted based on a full warrant analysis | Project applicant and/ or City of San Ramon Engineering Services (Traffic) Division | | |
| <p>MM TRANS-1b: The existing intersection at Alcosta Boulevard and Bollinger Canyon Road shall be widened to provide a northbound right turn lane. The project applicant shall provide equitable share fees to the City of San Ramon to pay for installation of the improvement.</p> | Provision of fees | If warranted based on operating conditions | City of San Ramon Engineering Services (Traffic) Division | | |
| <p>MM TRANS-2a: When monitoring determines that the intersection of Bishop Drive/Annabel Lane and Norris Canyon Road is approaching deficient LOS, the City of San Ramon shall restripe the northbound approach to provide one exclusive left-turn lane and one shared left-turn/through/right-turn lane, and modify the signal phasing to provide a split phase for the northbound and</p> | Provision of improvement costs | When intersection of Bishop Drive/ Annabel Lane and Norris Canyon Road is approaching | City of San Ramon Engineering Services (Traffic) Division | | |

| Mitigation Measures | Method of Verification | Timing of Verification | Responsible for Verification | Verification of Completion | |
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| southbound approaches. The project applicant is responsible for the cost of the improvement. | | deficient levels of service (LOS) | | | |
| MM TRANS-2b: When monitoring determines that the intersection of Camino Ramon and Norris Canyon Road is approaching deficient levels of service, the City of San Ramon shall widen the Norris Canyon Road westbound approach to add an exclusive right-turn lane. The right-turn lane should begin at Camino Ramon and continue easterly to the first driveway. The project applicant is responsible for the cost of the improvement. | Provision of improvement costs | When Camino Ramon/ Norris Canyon Road is approaching deficient LOS | City of San Ramon Engineering Services (Traffic) Division | | |
| MM TRANS-2c: When monitoring determines that the intersection of Alcosta Boulevard and Bollinger Canyon Road is approaching deficient levels of service, the City shall modify the existing signal operation to provide northbound right-turn overlap phase during the protected westbound left-turn phase. The project applicant is responsible to provide the cost of the improvement. | Provision of improvement costs | When Alcosta Boulevard/ Bollinger Canyon Road is approaching deficient LOS | City of San Ramon Engineering Services (Traffic) Division | | |

Resolution No. 11-20

EXHIBIT D

CITYWALK

General Plan Consistency Table

Table 3.10-4: General Plan Consistency Analysis

| Element | Goal/Objective/Policy | | Consistency Determination |
|----------------------|-----------------------|---|---|
| | No. | Text | |
| Economic Development | 2.3-I-6 | Encourage housing on infill sites in the City’s two PDAs (City Center and North Camino Ramon), where flat terrain and proximity to employment, shops and services favors walking, bicycling and travel by other modes than single occupant vehicle. | Consistent: The proposed Master Plan would facilitate the development of up to 4,500 dwelling units within the City Center Bishop Ranch PDA. The proposed Master Plan would include mobility improvements that would increase the accessibility of non-single occupant vehicle travel. |
| | 2.3-I-12 | Promote and encourage public transit, carpool and vanpool opportunities into San Ramon’s business areas including Bishop Ranch, Crow Canyon business area, and the San Ramon Valley Boulevard business area. | Consistent: The proposed Master Plan envisions three new transit hubs, which would serve public transit, private buses, ride hailing services, and other forms of motorized transportation. |
| | 2.3-I-14 | Implement the approved City Center project into a cultural, recreational, and vibrant mixed-use lifestyle center. | Consistent: The proposed Master Plan is intended to complete the buildout of the City Center Bishop Ranch by developing residential, hotel, and office/retail uses and recreational amenities. |
| | 2.3-I-18 | Evaluate the ability of new development to pay for its infrastructure, its share of public and community facilities, and the incremental operating costs it imposes. | Consistent: The project applicant would be required to pay all applicable fees related to infrastructure as well as fees to mitigate impacts of the proposed Master Plan on public and community facilities and related operating costs. |
| | 2.3-I-20 | Encourage diverse and complementary economic growth within the City, particularly in the retail sector. | Consistent: The proposed Master Plan would facilitate economic growth through new private capital investment, expansion of the tax base, the creation of employment and housing opportunities, and the attraction of new business to San Ramon (including retail). |
| | 2.3-G-5 | Strengthen the retail sector in San Ramon in order to expand retail and restaurant options for residents and employees and to increase the tax base. | Consistent: The proposed Master Plan would include up to 166,000 square feet of retail uses and would include housing to further support retail uses in the City core area. |

| Element | Goal/Objective/Policy | | Consistency Determination |
|-------------------|-----------------------|--|---|
| | No. | Text | |
| Growth Management | 3.1-G-1c | Manage the City’s growth in a way that balances existing and planned transportation facilities, protection of open space and ridgelines, provision of diverse housing options, and the preservation of high quality community facilities and services. | Consistent: The proposed Master Plan area is served by two arterial roadways (Bollinger Canyon Road and Camino Ramon), is within 0.3 mile of the I-680/Bollinger Canyon Road interchange, is located in an area served by public transit, and is adjacent to the Iron Horse Trail. The Master Plan area is within an urban part of San Ramon and is served by existing transportation infrastructure and community facilities and services. The proposed Master Plan would not affect open space or ridgelines due to its urban location. The proposed Master Plan would contribute to the provision of diverse housing options, by providing 4,500 dwelling units (including affordable units). |
| | 3.1-I-1 | Allow urban development only if traffic from that development can be accommodated within acceptable traffic levels of service. | Consistent: Buildout of the proposed Master Plan would contribute new trips to transportation facilities. Where needed, this EIR identifies feasible mitigation measures to restore Level of Service (LOS) operations on local roadways to acceptable levels. Refer to Section 3.14, Transportation. |
| | 3.1-I-3c | Provide a variety of diverse housing options to accommodate the local employment base, including public service employees. | Consistent: The proposed Master Plan would provide up to 4,500 new dwelling units within the Bishop Ranch Business Park. It would be expected that a significant percent of Master Plan residents would work in San Ramon due to the proximity of dwelling units to workplaces. |
| | 3.1-I-7 | Allow urban development only within the City’s Urban Growth Boundary (see Implementing Policies 4.6-I-1 through 4.6-I-5) and only in accord with a plan for full urban services (police, fire, parks, water, sanitation, streets and storm drainage) to which all providers are committed. | Consistent: The proposed Master Plan is located within the Urban Growth Boundary. This Draft EIR identifies the feasibility of and commitment to providing urban services to the Master Plan area. Refer to Section 3.13, Public Services and Recreation, and Section 3.15, Utilities. |
| | 3.2-I-3 | Require new development to fund public facilities and infrastructure that is deemed necessary to mitigate the impact of that new development. | Consistent: The project applicant would pay all applicable development impact fees to offset the impacts of development on existing public facilities as needed. Additionally, the Master Plan includes publicly accessible, privately owned and maintained, parks, open space, and other public facilities. Refer to Section 3.13, Public Services and Recreation, and Section 3.15, Utilities. |
| | 3.2-I-4 | Levy local, sub-regional, and regional mitigation fees for public facilities and infrastructure improvements in proportion to a new development’s impact. | Consistent: The project applicant would pay all applicable mitigation fees to mitigate the effects of the Master Plan on public facilities and infrastructure. Refer to Section 3.14, Transportation. |

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| | 3.3-I-1 | Strive to maintain traffic LOS C or better as the standard at all intersections with a maximum LOS D during a.m. and p.m. peak periods. | Consistent: The proposed Master Plan would contribute new trips to transportation facilities that would operate below acceptable LOS. This Draft EIR identifies feasible mitigation measures to restore operations to acceptable levels. Refer to Section 3.14, Transportation. |
| | 3.3-I-2 | Accept LOS D during a.m. and p.m. peak periods with the possibility of intersections at or closely approaching the limits of LOS D (Volume/Capacity < 0.90), only on arterial routes bordered by non-residential development where improvements to meet the City’s standard would be prohibitively costly or disruptive. | Consistent: The proposed Master Plan would contribute new trips to transportation facilities that would operate below acceptable LOS. This Draft EIR identifies feasible mitigation measures to restore operations to acceptable levels. Refer to Section 3.14, Transportation. |
| | 3.3-I-3 | Require traffic impact studies for all proposed new development projected to generate 50 or more net new peak hour vehicle trips or as requested by the City Traffic Engineer. | Consistent: A traffic impact study (TIS) was prepared for the proposed Master Plan. Refer to Section 3.14, Transportation. |
| | 3.3-I-4 | Proposed development expected to generate 50 or more peak-hour vehicle trips will not be approved unless it can be shown that its impact can be mitigated and the City’s traffic and circulation standards can be maintained. The City also will not approve any proposed development expected to generate over 100 peak hour vehicle trips, unless “Findings of Consistency” can be made. | Consistent: The proposed Master Plan would contribute new trips to transportation facilities that would operate below acceptable LOS. This Draft EIR identifies feasible mitigation measures to restore operations to acceptable levels. If necessary, Findings of Consistency will be made. Refer to Section 3.14, Transportation. |
| | 3.3-I-5 | Identify and implement circulation improvements on the basis of detailed traffic studies. | Consistent: A TIS was prepared for the proposed Master Plan, which identifies feasible circulation improvements to achieve acceptable LOS. Refer to Section 3.14, Transportation. |
| | 3.3-I-6 | Support regional and local neighborhood transit options to reduce the use of the automobile and maintain acceptable traffic levels of service. | Consistent: The proposed Master Plan envisions three new transit hubs, which would serve public transit, private buses, ride hailing services, and other forms of transportation, consistent with the objective of supporting regional and local neighborhood transit options. |
| | 3.4-G-1 | Utilize Transportation Demand Management (TDM) strategies as an integral component of the City’s transportation program to reduce total vehicle trips on San Ramon roadways and | Consistent: The proposed Master Plan envisions three new transit hubs, which would serve public transit, private buses, ride hailing services, and other forms of transportation, consistent with the objective of using TDM strategies to reduce traffic congestion and vehicular emissions. |

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| | | reduce the corresponding vehicle emissions that promote regional air quality improvements. | |
| | 3.4-I-1 | Continue to implement the City’s TDM Program to reduce trip generation. | Consistent: The proposed Master Plan envisions three new transit hubs, which would serve public transit, private buses, ride hailing services, and other forms of transportation, consistent with the City’s TDM Program. Existing employers within the Master Plan area would continue to participate in the City’s TDM Program. |
| | 3.4-I-5 | Preserve options for future transit use when designing improvements for roadways. | Consistent: The proposed Master Plan envisions centralized transit hubs within each planning area in lieu of typical bus stops. |
| | 3.4-I-7 | Improve and expand the bicycle routing system in San Ramon. | Consistent: The proposed Master Plan would include connections to the Iron Horse Trail that would represent an expansion of the bicycle network. |
| | 3.6-I-4 | As part of the development review process, support the accommodation of public transit, bicycle, and pedestrian access for new development. | Consistent: The proposed Master Plan envisions transit hubs, connections to the Iron Horse Trail, connections to San Ramon Transit Center, and internal pedestrian facilities. |
| Land Use | 4.6-G-1 | Foster a pattern of development that enhances the existing character of the City, and encourages land use concepts that contribute to the design of the community. | Consistent: The proposed Master Plan is located within the Bishop Ranch Business Park and represents the continued buildout of City Center project. The Master Plan includes circulation improvements and design standards intended to contribute to the design of the community. |
| | 4.6-I-9 | Require residential development to employ creative site design and architectural quality that blends with the characteristics of each specific location and its surroundings, while incorporating 360-degree design principles. | Consistent: The proposed Master Plan includes design standards intended to complement both City Center project and Bishop Ranch Business Park. |
| | 4.6-I-10 | Provide a wide range of housing opportunities for current and future residents. | Consistent: The proposed Master Plan would include up to 4,500 multi-family residential units within the Bishop Ranch Business Park. Up to 15 percent of these units would be deed-restricted affordable units. This is consistent with the objective of providing a wide range of housing for current and future residents. |

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| | 4.6-I-11 | Provide high quality public facilities, services, and other amenities within close proximity to residents. | Consistent: The proposed Master Plan’s 4,500 dwelling units would be located within an urbanized part of San Ramon where adequate levels of public services and facilities are provided including Central Park, Iron Horse Trail, and San Ramon City Hall. |
| | 4.6-I-12 | Except as precluded by the California Density Bonus Law or other applicable laws and regulations, ensure that all residential development provide adequate parking without the use of on-street parking to meet residential parking requirements. | Consistent: The proposed Master Plan’s residential uses would be served by off-street multi-level parking garages and shared parking with adjacent office uses. Parking is proposed on the east side of Bishop Ranch Drive. No on-street parking is proposed on Camino Ramon, Bollinger Canyon Road, or Executive Parkway. |
| | 4.6-I-13 | Consider shared parking or other alternative parking proposals for residential development based on project-specific parking studies that analyze project need in light of the Zoning Ordinance alternative parking provisions. | Consistent: The proposed Master Plan’s residential uses would utilize parking garages for residents and visitors and shared parking with adjacent hotel uses. |
| | 4.6-I-16 | Strengthen the role of central Bollinger Canyon Road as the City’s premier retail corridor. | Consistent: The proposed Master Plan would locate new retail development on BR 3A consistent with the retail corridor. |
| | 4.6-I-17 | Foster vibrant neighborhood and community shopping centers of sizes and at locations that provide daily convenience for San Ramon residents and employees, minimize the need for longer/multiple automobile trips, and sustain a strong retail base for the City. | Consistent: The proposed Master Plan would include residential and retail development adjacent to City Center Bishop Ranch, proximate to existing residential and retail development. |
| | 4.6-I-19 | Ensure that neighborhood retail centers and commercial service buildings are compatible with the surrounding neighborhood while incorporating 360-degree design principles. | Consistent: The proposed Master Plan would include residential, retail, and commercial uses consistent with the existing uses in the surrounding area. Each phase of development would be subject to the City’s Design Guidelines which would ensure compatible uses with surrounding areas. |
| | 4.6-I-21 | Encourage the provision of amenities and events that promote San Ramon’s neighborhood and community shopping centers as community gathering places. | Consistent: The proposed Master Plan includes amenities throughout the Master Plan area, such as outdoor gathering spaces, parkland, and new event amenities near Annabel Lake and Lake Cecilia, that would promote a walkable and connected area. |

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| | 4.6-I-23 | Promote redevelopment with a mix of residential, retail and other compatible nonretail uses in existing retail shopping centers identified as Mixed Use on the General Plan Land Use Diagram. | Consistent: The proposed Master Plan is located within an area designated as CCMU by the General Plan, and would include a combination of residential, retail, and hotel development. |
| | 4.6-I-24 | Continue to refine design standards for mixed use development that will result in a high-quality pedestrian-scaled environment, with one-to-four story buildings, integrated parking, street front windows, and entries, and public and private open space or as provided under a separate Specific Plan process. | Consistent: All architectural design themes and landscaping for the proposed Master Plan would be developed in accordance with the document titled CityWalk Design Guidelines, which was reviewed and recommended for approval by the Architectural Review Board with comments on December 12, 2019 (Appendix B). The proposed Master Plan design promotes compatible building designs and a circulation system that emphasizes the pedestrian environment. In addition, the proposed Master Plan design is consistent with City Design Guidelines and Standard contained in the Zoning Ordinance. |
| | 4.6-I-27 | Require a peak parking demand study to substantiate a request for reduced parking requirement in new mixed use development. | Consistent: A parking study (Appendix J) was prepared for the proposed Master Plan that shows that adequate parking would be provided. |
| | 4.6-I-28 | Allow for the revitalization and intensification of infill sites within the Bishop Ranch Business Park, consistent with FAR limitations. | Consistent: The proposed Master Plan would develop residential, commercial, and recreational uses within infill sites within the Bishop Ranch Business Park. For consistency with FAR limitations, see discussion regarding San Ramon Zoning Ordinance Consistency below. |
| | 4.6-I-29 | Permit a diverse mix of complementary uses within Bishop Ranch to better meet the daily needs of workers and to reduce the need to travel by automobile. Complementary uses shall be consistent with site zoning, compatible with the primary use and shall not adversely affect the traffic-carrying capacity of adjacent streets. | Consistent: The proposed Master Plan includes a complementary mix of residential, retail/office, and hotel uses, would design internal streets with bicycle and pedestrian mobility in mind, and include transit hubs to encourage the use of transit. |
| | 4.7-I-5 | Continue to pursue the development and implementation of the City Center Project as a cohesive mix of civic, office compatible retail, and public space with an arts, entertainment, and lifestyle focus. | Consistent: The proposed Master Plan represents the continued buildout of City Center project and would include a mix of residential, retail, and hotel space, in addition to parkland and new amenities near Annabel Lake and Lake Cecilia. |

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| | 4.7-I-6 | Implement the City Center project to comply with the CCMU zoning designation and the intent of the City Center Settlement Agreement. The project and any future revisions will continue to be required to meet the sun access plane requirements adjacent to City parks. | Consistent: The proposed Master Plan would remain consistent with the CCMU zoning designation of the Master Plan parcels and would not require rezoning. The proposed Master Plan is not located directly adjacent to Central Park and therefore would not impact sun access therein. Per General Plan Policy 4.8-I-17 explanation text, the Iron Horse Trail corridor is not subject to sun access plane standards. |
| | 4.8-I-2 | Ensure that the design, location, and size of new development blends with the environment and a site’s natural features. | Consistent: The proposed Master Plan would be consistent with the surrounding uses in City Center project and existing retail, office, parking, and residential uses. |
| | 4.8-I-3 | Continue to refine citywide lighting standards to ensure appropriate illumination levels for residential, commercial, and industrial land uses, and that lighting is of a consistent character and quality while reducing light pollution. | Consistent: Development within the Master Plan area would be required to comply with citywide lighting standards, thereby ensuring proper levels of illumination while also preventing spillover lighting. |
| | 4.8-I-4 | Ensure that parking facilities adequately address the community image, aesthetics and functional needs of the City. | Consistent: The proposed Master Plan anticipates replacing large, underutilized parking areas within BR 2600 with multi-story residential buildings and parking garages. Overall, this would be expected to improve aesthetics and functional needs of the City. Parking at BR 1A and BR 3A would be located within the center of the properties and surrounded by onsite buildings to screen parking from surrounding roadways. |
| | 4.8-I-5 | Encourage the linkage and integration of new development with existing neighborhoods by means of Complete Streets networks, open space areas, parks, and pathways as a means of enhancing pedestrian and bicycle connections. | Consistent: The proposed Master Plan would develop private, internal streets and pathways to encourage pedestrian, bicycle, and transit mobility. |
| | 4.8-I-7 | Require new commercial and office development to provide plazas, courtyards, seating areas, and other similar outdoor passive recreation areas. | Consistent: The proposed Master Plan would include hotel, office, retail, and residential development intermixed with publicly accessible, privately owned and maintained, parks, open space, and other public facilities. |
| | 4.8-I-11 | Require new office and commercial development to provide outdoor art that is clearly visible to the public or contribute to | Consistent: The proposed Master Plan would include outdoor art, where appropriate, within commercial areas. |

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| | | a citywide public art program through the development of an in-lieu fee program. | |
| | 4.8-I-13 | Require appropriate landscape treatment for public rights-of-way in all new residential, office, and commercial development. | Consistent: The proposed Master Plan requires landscaping along public streets, around buildings, and in public areas. |
| Traffic and Circulation | 5.1-G-1 | Maintain acceptable LOS and ensure that future development and the circulation system are in balance. | Consistent: The proposed Master Plan would contribute new trips to transportation facilities and identifies feasible mitigation measures to ensure Level of Service operations meet acceptable levels. Refer to Section 3.14, Transportation. |
| | 5.1-I-1 | Strive to maintain traffic LOS C or better as the standard at all intersections with a maximum LOS D during a.m. and p.m. peak periods. | Consistent: The proposed Master Plan would contribute new trips to transportation facilities that would operate below acceptable LOS. This Draft EIR identifies feasible mitigation measures to restore operations to acceptable levels. Refer to Section 3.14, Transportation. |
| | 5.1-I-2 | Require traffic impact studies for all proposed new development projected to generate 50 or more net new peak hour vehicle trips or as requested by the City Traffic Engineer. | Consistent: A TIS was prepared for the proposed Master Plan. Refer to Section 3.14, Transportation. |
| | 5.1-I-3 | Identify and implement circulation improvements based on required traffic studies. | Consistent: A TIS was prepared for the proposed Master Plan which identifies feasible circulation improvements to achieve acceptable LOS. Improvements have been incorporated into the proposed Master Plan as mitigation that require implementation as part of the Master Plan approval. Refer to Section 3.14, Transportation. |
| | 5.4-I-1 | Ensure that adequate north-south and east-west arterial capacity is provided to accommodate future travel demand and, where appropriate, implement Complete Streets concepts pursuant to Policy 5.3-G-1. | Consistent: A TIS was prepared for the proposed Master Plan that evaluates arterial capacity and identifies feasible circulation improvements to achieve acceptable LOS. Refer to Section 3.14, Transportation. |
| | 5.4-I-3 | Construct capacity and roadway improvements necessary to serve growth generated by development under the General Plan. | Consistent: A TIS was prepared for the proposed Master Plan which identifies feasible circulation improvements to achieve acceptable LOS. Refer to Section 3.14, Transportation. |

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| | 5.4-I-5 | Require traffic impact mitigation fees on new residential and commercial development to ensure that transportation improvements are constructed before the increased traffic causes conditions to deteriorate. | Consistent: The project applicant would pay traffic impact fees at the time building permits are sought or install traffic improvements prior to occupancy. Refer to Section 3.14, Transportation. |
| | 5.6-G-1 | Utilize Transportation Demand Management (TDM) strategies as an integral component of the City’s transportation program to reduce total vehicle trips on San Ramon roadways and reduce the corresponding vehicle emissions that promote regional air quality improvements. | Consistent: The proposed Master Plan envisions several transit hubs, which would serve public transit, private buses, ride hailing services, and other forms of transportation, consistent with the City’s TDM Program. Additionally, residents within the proposed Master Plan would have access to subsidized transit passes. |
| | 5.6-I-7 | Encourage new development to include a mix of uses and Complete Streets concepts that will allow people to walk and bike between destinations and reduce the amount of automobile vehicle miles-traveled. | Consistent: The proposed Master Plan foresees a mix of uses and improvements to street frontages to provide pedestrian and bicycle facilities and landscaping. |
| | 5.6-I-14 | Consider strategies such as shared parking, parking management plans (including valet parking), and/or the construction of public parking facilities in the City Center, North Camino Ramon Specific Plan, or other commercial areas to serve projected parking demand, while carefully balancing the need for adequate parking against the desire to minimize traffic growth and create a pedestrian/bicycle friendly environment using Complete Streets design concepts. | Consistent: The proposed hotel would utilize a shared parking arrangement with the existing BR 3 South parking garage. Other Master Plan uses may employ shared parking arrangements as appropriate and consistent with the parking study prepared for the Master Plan. |
| | 5.6-I-18 | Shared parking facilities and parking reductions for compatible land uses to minimize excessive parking to reduce inefficient use of land, unnecessary pavement and stormwater runoff, and encourage alternative transportation and reductions in vehicle-miles-traveled. | Consistent: The proposed hotel would utilize a shared parking arrangement with the existing BR 3 South parking garage. Other Master Plan uses may employ shared parking arrangements consistent with the parking study prepared for the Master Plan. Additionally, the BR 2600 development would occur on existing surface parking areas |
| | 5.7-G-1 | Encourage bicycling and walking as alternatives to driving, consistent with Complete Streets concepts. | Consistent: The proposed Master Plan would include bicycle and pedestrian facilities and envisions including connections to the Iron Horse Trail and the City’s bicycle network. |
| | 5.7-I-1 | Establish a network of on- and off-street bicycle routes to encourage their use for commute, recreational, and other | Consistent: The proposed Master Plan would include bicycle facilities and envisions including connections to the Iron Horse Trail. |

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| | | trips. Improve and expand bicycle routes for commuters in San Ramon. | |
| | 5.7-I-2 | Develop bicycle routes that provide access to regional employment centers, shopping centers, public facilities, transit centers, schools, and parks. | Consistent: The proposed Master Plan would include bicycle facilities and envisions including connections to the Iron Horse Trail. |
| | 5.7-I-3 | Continue to emphasize the Iron Horse Trail as a major north-south route for nonmotorized modes of transportation including walking, biking, rollerblading and scooters by improving connectivity and enhancing amenities for these modes. | Consistent: The proposed Master Plan envisions bicycle and pedestrian connections to the Iron Horse Trail. |
| | 5.7-I-4 | Encourage future development along the trail corridor to provide connection points and amenities as appropriate. | Consistent: The proposed Master Plan envisions bicycle and pedestrian connections to the Iron Horse Trail. |
| | 5.7-I-5 | Require bicycle parking, storage and other support facilities as part of any new office and retail developments and public facilities. | Consistent: The proposed Master Plan would include bicycle parking and storage facilities. |
| | 5.7-I-6 | Continue to promote and implement through the development review process, continuous circulation facilities within Bishop Ranch Business Park, commercial districts, and residential neighborhoods to enhance connectivity and promote pedestrian and bicycle modes of transportation consistent with Complete Streets concepts. | Consistent: The proposed Master Plan envisions improvements to the existing pedestrian path around the perimeter of BR 2600, bicycle/pedestrian connections to the Iron Horse Trail, and internal bicycle/pedestrian connections. These improvements would promote the objective of continuous circulation facilities within Bishop Ranch Business Park. |
| Parks and Recreation | 6.5-G-1 | Create and maintain a high-quality public park system for San Ramon. | Consistent: The proposed Master Plan would include 40.7 acres of parks, open space, and other public amenities. Additionally, the proposed project envisions pedestrian and bicycle connections to the Iron Horse Trail and Central Park. |
| | 6.5-I-1 | Maintain a standard of 6.5 acres of public parks per 1,000 residents at General Plan buildout. | Consistent: The proposed Master Plan would include approximately 40.7 acres of publicly accessible, privately owned and maintained, parks, open space, and other public facilities. The applicant may also provide in lieu of fees to the City of San Ramon for the development of parks elsewhere. Refer to Section 3.13 Public Services and Recreation. |

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| | 6.5-I-2 | Provide varied community park and recreational opportunities accessible to all City residents. | Consistent: The proposed Master Plan envisions 40.7 acres of publicly accessible, privately owned and maintained, parks, open space, and other public facilities, including two water features, a boat dock, outdoor amphitheater, and community center. |
| | 6.5-I-4 | Provide passive and active recreational amenities within the City’s parks to meet the needs of citizens of all ages and interests. | Consistent: The proposed Master Plan envisions 40.7 acres of publicly accessible, privately owned and maintained, parks, open space, and other public facilities, including two water features, a boat dock, outdoor amphitheater, and community center. These facilities include both active and passive recreational amenities. |
| | 6.5-I-5 | Require residential developers to make dedications to the City’s park system. | Consistent: Park dedications are only required for subdivision projects and not multi-family residential projects, such as the proposed Master Plan. However, the proposed Master Plan envisions 40.7 acres of publicly accessible, privately owned and maintained, parks, open space, and other public facilities, including two water features, a boat dock, outdoor amphitheater, and community center. The recreational facilities would be privately owned and maintained but available to the public. Refer to Section 3.13, Public Services and Recreation. |
| | 6.5-I-6 | Encourage contributions to the City’s park system by non-residential developers. | Consistent: The proposed Master Plan envisions 40.7 acres of parks, open space, and other public amenities including two water features, a boat dock, outdoor amphitheater, and community center. The recreational facilities would be privately owned and maintained but available to the public. Refer to Section 3.13, Public Services and Recreation. |
| | 6.5-I-8 | Encourage the development of landscaped and dedicated public spaces, parkways, trail systems, and special community service facilities in new developments. | Consistent: The proposed Master Plan envisions improvements to the existing perimeter pathway around BR 2600, connections to the Iron Horse Trail, internal pathways, two water features, a boat dock, outdoor amphitheater, and community center. |
| | 6.5-I-16 | Maintain a standard, at General Plan buildout, that public parks are to be within one-half mile of all homes. | Consistent: The proposed Master Plan envisions 40.7 acres of publicly accessible, privately owned and maintained, parks, open space, and other public facilities, including two water features, a boat dock, outdoor amphitheater, and community center. All proposed residential |

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| | | | uses would be within 0.25 mile of these recreational facilities. In addition, the proposed Master Plan is within 0.25 mile of Central Park. |
| | 6.5-I-17 | Maintain a standard, at General Plan buildout, that Community Parks are to be within three miles of all homes. | Consistent: The proposed Master Plan’s residential uses are within 0.25 mile of Central Park. |
| | 6.5-I-18 | Increase the accessibility and connectivity to the Iron Horse Trail and the regional/city trail network, including the possibility of bicycle/pedestrian overcrossing(s) described in the San Ramon Valley Iron Horse Trail Corridor Concept Plan. | Consistent: The proposed Master Plan envisions bicycle and pedestrian connections to the Iron Horse Trail. |
| Public Facilities and Utilities | 7.3-I-1 | Encourage developers of residential and nonresidential projects to assist in funding public or private facilities and services. | Consistent: The proposed Master Plan’s publicly accessible recreational facilities would be privately owned and maintained, relieving the City of San Ramon of this burden. The project applicant would pay applicable development fees to assist in funding other public facilities and services. |
| | 7.4-G-1 | Ensure the provision of adequate communication and utility systems for existing and future residents and the business community. | Consistent: The existing infrastructure within the Bishop Ranch Business Park is adequately sized to serve the proposed Master Plan uses. Refer to Section 3.15, Utilities. |
| | 7.4-I-1 | Coordinate with Pacific Gas and Electric Company (PG&E) in their efforts to monitor future utility expansion to ensure that facilities are designed and planned with minimal impact on existing and future residents. | Consistent: PG&E provided a will-serve letter confirming it could serve the Master Plan uses. Refer to Section 3.15, Utilities. |
| | 7.4-I-3 | Require new development to underground all utility lines needed to serve the future buildings and their occupants, and continue to coordinate with PG&E to underground utilities in existing residential neighborhoods, making the Southern San Ramon area a priority. | Consistent: The proposed Master Plan requires underground utilities. |
| | 7.5-G-1 | Manage solid waste so that State goals are exceeded and the best possible service is provided to the citizens and businesses of San Ramon. | Consistent: The proposed Master Plan’s construction debris would be recycled. The proposed Master Plan would include recycling and green waste collection facilities to divert these items from the waste stream. This is consistent with the objective of meeting State goals for solid waste diversion. Refer to Section 3.15, Utilities. |

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| | 7.5-I-5 | Comply with State requirements for proper handling and storage of solid waste, recyclables, and hazardous materials, diversion of solid waste from landfills, and provision of programs to make these activities feasible. | Consistent: The proposed Master Plan’s construction debris would be recycled. The proposed Master Plan would include recycling and green waste collection facilities to divert these items from the waste stream. This is consistent with the objective of diverting solid waste from landfills. Refer to Section 3.15, Utilities. |
| | 7.5-I-9 | Require new development projects to comply with the Municipal Code’s construction and demolition debris diversion requirements. | Consistent: The proposed Master Plan’s construction debris would be recycled. Refer to Section 3.15, Utilities. |
| | 7.6-G-1 | Collaborate with the San Ramon Valley Fire Protection District to deliver a high level of public protection services that protect life, property, and the environment. | Consistent: The City consulted with the San Ramon Valley Fire Protection District during the preparation of the Draft EIR. |
| | 7-6-I-1 | Continue to coordinate with the San Ramon Valley Fire Protection District to provide adequate fire protection facilities and services to meet the needs of the community. | Consistent: The City consulted with the San Ramon Valley Fire Protection District during the preparation of the Draft EIR. |
| | 7-6-I-2 | Seek input from the San Ramon Valley Fire Protection District to ensure that fire protection measures are identified during the development review process. | Consistent: The City consulted with the San Ramon Valley Fire Protection District during the preparation of the Draft EIR. |
| | 7.7-G-1 | Maintain a high level of public safety for all people who live or work in San Ramon. | Consistent: The proposed Master Plan would comply with all applicable Fire and Building Code requirements and incorporate security measures (e.g., on-site security personnel, video surveillance, exterior lighting, etc.) to prevent and deter crime. |
| Open Space and Conservation | 8.1-I-1 | Continue to require new land use and development activities to comply with applicable laws and regulations concerning special status species. | Consistent: This Draft EIR evaluates impacts on biological resources and sets forth mitigation measures to reduce impacts to special-status species. Refer to Section 3.3 Biological Resources. |
| | 8.6-I-1 | Require new development projects to implement indoor water conservation and demand management measures. | Consistent: The proposed Master Plan would include the use of non-potable water for landscape irrigation. All indoor plumbing would be subject to the water conservation requirements of the latest adopted edition of the California Plumbing Code. |
| | 8.6-I-2 | Require new development projects to implement outdoor water conservation and demand management measures. | Consistent: The proposed Master Plan would include the use of non-potable water for landscape irrigation. |

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| | 8.7-I-1 | Require that new development evaluate potential impacts to historic, archaeological, and paleontological resources and, if necessary, implement appropriate mitigation measures to protect the resources. | Consistent: This Draft EIR evaluates potential impacts to historic, archaeological, and paleontological resources and requires mitigation as appropriate. Refer to Section 3.4, Cultural Resources and Tribal Cultural Resources. |
| | 8.7-I-4 | As a standard condition of approval, require all development projects involving grading and excavation to implement appropriate measures in the event that burial sites or human remains are encountered during earthwork activities. | Consistent: This Draft EIR requires mitigation for inadvertent discovery of human remains and burial sites in accordance with State law. Refer to Section 3.4, Cultural Resources and Tribal Cultural Resources. |
| Safety | 9.2-G-1 | Minimize risks of personal injury and property damage posed by geologic and seismic hazards. | Consistent: Geotechnical Investigations prepared for the proposed Master Plan provided recommendations for standard soil engineering and construction practices that would abate potential geologic and seismic hazards. Refer to Section 3.6, Geology, Soils, and Seismicity. |
| | 9.2-I-1 | Review proposed development sites during the planning process to identify and mitigate any potential geologic or seismic hazards. | Consistent: Geotechnical Investigations prepared for the proposed Master Plan provided recommendations for standard soil engineering and construction practices that would abate potential geologic and seismic hazards. Refer to Section 3.6, Geology, Soils, and Seismicity. |
| | 9.2-I-3 | Where appropriate, require an independent registered engineering geologist or geotechnical engineer to review geotechnical reports submitted by applicants on sites in seismically hazardous areas. | Consistent: The project applicant commissioned Geotechnical Investigations were prepared by a registered engineering geologist or geotechnical engineer. Refer to Section 3.6, Geology, Soils, and Seismicity. |
| | 9.2-I-4 | Require comprehensive geologic and engineering studies of critical structures regardless of location. | Consistent: The project applicant commissioned Geotechnical Investigations were prepared by a registered engineering geologist or geotechnical engineer. Refer to Section 3.6, Geology, Soils, and Seismicity. |
| | 9.2-I-6 | Require preparation of a soils report as part of the development review and/or building permit process. | Consistent: The project applicant commissioned Geotechnical Investigations included evaluation of soil conditions. Refer to Section 3.6, Geology, Soils, and Seismicity. |
| | 9.2-I-10 | Control erosion of graded areas with revegetation or other acceptable methods. | Consistent: This Draft EIR evaluates the potential for erosion and requires mitigation to reduce risks to acceptable levels. Refer to Section |

| Element | Goal/Objective/Policy | | Consistency Determination |
|---------|-----------------------|--|--|
| | No. | Text | |
| | | | 3.6, Geology, Soils, and Seismicity and Section 3.9, Hydrology and Water Quality. |
| | 9.3-G-1 | Minimize the risk of property damage and personal injury resulting from the production, use, storage, disposal, or transportation of hazardous materials. | Consistent: This Draft EIR evaluates the potential for exposure to hazardous materials. Refer to Section 3.8, Hazards and Hazardous Materials. |
| | 9.3-I-3 | Require the clean-up of sites contaminated with hazardous substances. | Consistent: This Draft EIR evaluates the past uses of the Master Plan area and requires mitigation for the presence of petroleum substances at the BR 3A site. Refer to Section 3.8, Hazards and Hazardous Materials. |
| | 9.4-I-2 | Require new development to prepare hydrologic studies to assess storm runoff impacts on the local and subregional storm drainage systems and/or creek corridors. New development shall implement all applicable and feasible recommendations from the studies. | Consistent: This Draft EIR evaluates the proposed Master Plan’s potential impacts on hydrology and water quality. Refer to Section 3.9, Hydrology and Water Quality. |
| | 9.4-I-3 | Require new development to provide a funding mechanism for ongoing maintenance of drainage facilities and other stormwater control measures. Maintenance may be by the City under contract, or by a private entity. | Consistent: The project applicant will own and maintain all storm drainage facilities within private property in the Master Plan boundaries. |
| | 9.4-I-7 | All new developments shall not increase runoff to the 100-year peak flow in the City’s flood control channels or to local creeks and shall be substantially equal to pre-development conditions. All new storm water systems shall be in compliance with the requirements of the City’s Stormwater Municipal Regional Permit issued by the San Francisco Regional Water Quality Control Board. | Consistent: The proposed Master Plan’s storm drainage facilities will be designed in accordance with applicable regulations and to retain stormwater runoff and release it at a rate no greater than the pre-development condition to prevent downstream flooding. Refer to Section 3.9, Hydrology and Water Quality. |
| | 9.5-G-1 | Minimize the risks to lives, property, and natural environment due to fire hazards. | Consistent: The proposed Master Plan uses would be subject to the latest adopted edition of the California Fire Code, including those pertaining to fire detection and suppression systems and emergency access. |
| | 9.5-I-5 | Require sprinklers in all mixed-use development to protect residential uses from non-residential uses, which typically pose a higher fire risk. | Consistent: The proposed Master Plan uses would be subject to the latest adopted edition of the California Fire Code, including those pertaining to fire suppression systems. |

| Element | Goal/Objective/Policy | | Consistency Determination |
|---------|-----------------------|--|--|
| | No. | Text | |
| Noise | 10.1-G-1 | Achieve an acceptable noise environment for the present and future residents of San Ramon. | Consistent: This Draft EIR evaluates the Master Plan’s consistency with the applicable aspects of the City’s noise control standards and found that it would achieve an acceptable noise environment. Refer to Section 3.11, Noise. |
| | 10.1-I-2 | All projects that are exposed to noise greater than “normally acceptable” levels indicated in Figure 10-2 shall be required to submit a noise analysis. Applicable noise attenuation measures shall be implemented with the DNL reduced to 45 dB in all habitable rooms. | Consistent: A noise analysis was prepared as part of this Draft EIR. Refer to Section 3.11, Noise. |
| | 10.1-I-3 | Acoustical and vibration studies shall be prepared by qualified professionals in accordance with industry-accepted methodology. All applicable and feasible vibration reduction measures shall be incorporated into project plans. | Consistent: A noise analysis, including an evaluation of vibration impacts, was prepared as part of this Draft EIR and in accordance with industry-accepted methodology. Refer to Section 3.11, Noise. |
| | 10.1-I-4 | Alternatives to sound walls such as building orientation and landscaped buffers shall be considered during the design process. If deemed appropriate, sound walls shall be well-designed and appropriately sited. | Consistent: The proposed Master Plan would be designed to reduce noise exposure through the orientation of buildings and placement of outdoor areas. No sound walls are proposed. Refer to Section 3.11, Noise. |
| | 10.1-I-5 | New development shall minimize their noise impacts on adjacent properties through appropriate means, including, but not limited to, the following actions: • Screen and control noise sources, such as parking and loading facilities, outdoor activities and mechanical equipment, • Increase setbacks for noise sources from adjacent dwellings, • Retain or install fences, walls, and landscaping that serve as noise buffers, • Use soundproofing materials and other building practices or materials, • Encourage the use of commute alternatives, • Control hours of operation, including deliveries and trash pickup, to minimize noise impacts, and | Consistent: The Draft EIR evaluates the Master Plan’s potential noise impacts on adjacent properties. Refer to Section 3.11, Noise. |

| Element | Goal/Objective/Policy | | Consistency Determination |
|---------|-----------------------|--|--|
| | No. | Text | |
| | | <ul style="list-style-type: none"> • Buffer noise along highways and arterial roadways through natural noise buffers and if necessary, install sound walls when compatible with neighborhood aesthetics and character. | |
| | 10.1-I-6 | Protect especially sensitive receptors such as schools, hospitals, and senior care uses, from excessive noise. | Consistent: Iron Horse Middle School, the closest sensitive noise receptor to the Master Plan area, is 1,000 feet away. Due to this distance and the presence of the BR 3 office complex, which shields the school from noise, the proposed Master Plan would not expose the school to excessive noise. |
| | 10.1-I-7 | Implement the City’s noise control standards to ensure appropriate regulation of common residential, commercial, and industrial noise sources. | Consistent: This Draft EIR evaluates the proposed Master Plan’s consistency with the applicable aspects of the City’s noise control standards. Refer to Section 3.11, Noise. |
| | 10.1-I-9 | Continue to enforce the City’s Noise Ordinance to reduce noise impacts. | Consistent: This Draft EIR evaluates the proposed Master Plan’s consistency with the applicable aspects of the City’s noise ordinance, including as it applies to construction noise. Refer to Section 3.11, Noise. |
| | 10.1-I-11 | Encourage new developments to provide facilities which support the use of alternative transportation modes such as walking, bicycling, carpooling and, where applicable, transit to reduce peak-hour traffic and vehicular noise. | Consistent: The proposed Master Plan envisions transit hubs and bicycle and pedestrian facilities including connections to the Iron Horse Trail that would allow residents, employees, and visitors the option of traveling by non-single occupant vehicle mode of transportation. |
| | 10.1-I-14 | Construction activities are exempt from the standards set forth in Figure 10-2, but must implement all practical noise attenuation measures and practices to limit adverse impacts on nearby land uses. | Consistent: This Draft EIR sets forth construction noise mitigation measures including limits on the hours of construction and the use of noise barriers (as appropriate). Refer to Section 3.11, Noise. |
| Housing | 11.5-G-1 | Provide a diversity of housing types and affordability levels within San Ramon to meet the needs of community residents. | Consistent: The proposed Master Plan would provide up to 4,500 multi-family residential dwelling units within the Bishop Ranch Business Park and would represent the first residential use within this area of San Ramon. |
| | 11.1-I-1 | Identify sites appropriate for the development of a variety of housing types and price ranges to meet the needs of all socioeconomic segments of the community (including extremely low, very low, low, moderate, and above moderate income households). | Consistent: Up to 15 percent of the dwelling units envisioned by the Master Plan would be deed-restricted, affordable to low, and very low income households. |

| Element | Goal/Objective/Policy | | Consistency Determination |
|---------|-----------------------|---|---|
| | No. | Text | |
| | 11.1-I-3 | Facilitate the development of affordable housing throughout the community through use of financial and/or regulatory incentives, where feasible. | Consistent: Up to 15 percent of the dwelling units envisioned by the Master Plan would be deed-restricted, affordable to low, and very low income households. |
| | 11.1-I-4 | Negotiate with developers to ensure a portion of future residential development is affordable to extremely low, very low, low, and moderate income households. | Consistent: Up to 15 percent of the dwelling units envisioned by the Master Plan would be deed-restricted, affordable to low, and very low income households. |
| | 11.1-I-5 | Maintain a variety of housing types that complements the employment opportunities within the community and encourages a jobs/housing balance. | Consistent: The proposed Master Plan’s dwelling units would be the first residential uses within the Bishop Ranch Business Park. As such, it would be expected that a significant percentage of future residents would be employed in San Ramon and, thus, it would promote jobs/housing balance. |
| | 11.1-I-6 | Encourage diversity of unit size and number of bedrooms within multi-family housing developments (exempting senior projects) and strive to provide three and four-bedroom units for large families. | Consistent: The proposed Master Plan would include multi-family residential units ranging from studios up to 1-to-3 bedrooms. Additionally, the proposed Master Plan’s dwelling units would be the first residential uses within the Bishop Ranch Business Park. |
| | 11.1-I-12 | Disperse below-market rate (BMR) housing throughout residential neighborhoods, and ensure that affordable units are essentially indistinguishable from surrounding market-rate units. | Consistent: Up to 15 percent of the dwelling units included by the proposed Master Plan would be deed-restricted, affordable to low, and very low income households. Affordable housing units would be distributed throughout the Master Plan area (as opposed to concentrating them in one place). |
| | 11.5-G-2 | Create safe and aesthetically-pleasing neighborhoods, and provide adequate housing to meet the needs of all household types and income groups. | Consistent: The proposed Master Plan would develop multi-family residential units inside multi-story structures. These structures would have security measures and cohesive, modern design. Furthermore, affordable housing units would be distributed throughout the Master Plan area (as opposed to concentrating them in one place). |
| | 11.2-I-7 | Ensure that the design, scale, and buffering of housing retains the character of the surrounding neighborhood. | Consistent: The proposed Master Plan’s residential uses would be the first residential use within the Bishop Ranch Business Park. All architectural design themes would be developed in accordance with the document titled CityWalk Design Guidelines, which was reviewed and recommended for approval by the Architectural Review Board with comments on December 12, 2019 and included in Appendix B. |

Land Use

| Element | Goal/Objective/Policy | | Consistency Determination |
|---------|-----------------------|--|---|
| | No. | Text | |
| | 11.4-I-2 | Promote a combination of residential, retail, and office uses in areas designated for mixed use. | Consistent: The proposed Master Plan includes residential, hotel, retail, and recreational uses. |

Source: San Ramon General Plan 2035.

Resolution No. 11-20

EXHIBIT E

(By Reference)

CITYWALK

Development Application Packet

<http://www.sanramon.ca.gov/CityWalkDAP>

Resolution No. 11-20

EXHIBIT F

CITYWALK

Vesting Tentative Map

VESTING TENTATIVE PARCEL MAP

BEING A RESUBDIVISION OF PARCELS A AND B, AS SHOWN ON PARCEL MAP MS-901-15 FOR CONDOMINIUM PURPOSES, FILED FOR RECORD ON SEPTEMBER 21, 2015 IN BOOK 209 OF MAPS AT PAGES 49 THROUGH 51, RECORDS OF CONTRA COSTA COUNTY; AND BEING PARCELS M, N, AND O, AS SHOWN ON PARCEL MAP MS-901-18, FILED FOR RECORD ON JULY 6, 2018 IN BOOK 214 OF MAPS AT PAGES 14 AND 15, RECORDS OF SAID COUNTY; AND BEING LOTS 2, 3, AND 4, AS SHOWN ON SUBDIVISION 9217, FILED FOR RECORD ON APRIL 24, 2013 IN BOOK 516 OF MAPS AT PAGES 36 THROUGH 39, RECORDS OF SAID COUNTY.

THE CITY OF SAN RAMON, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA

GENERAL NOTES

- MULTIPLE FINAL MAPS: PURSUANT TO SECTION 66456.1 OF THE SUBDIVISION MAP ACT, THE DEVELOPER RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS. ONLY THE IMPROVEMENTS REQUIRED TO SUPPORT THE LEVEL OF DEVELOPMENT, AS DETERMINED BY THE CITY, OF EACH PARTICULAR FINAL MAP NEEDS TO BE COMPLETED OR BOUNDED.

4670 WILLOW ROAD
SUITE 250
PLEASANTON, CA 94588
925-386-7700
925-386-7799 (FAX)



OWNER'S STATEMENT

THE UNDERSIGNED, BEING THE ONLY PARTIES HAVING A RECORD TITLE INTEREST IN THE LAND DELINEATED AND EMBRACED WITHIN THE HEAVY BLACK LINES UPON THIS TENTATIVE PARCEL MAP DOES HEREBY CONSENT TO THE PREPARATION AND RECORDATION OF THE SAME.

THIS MAP SHOWS ALL EASEMENTS ON THE PREMISES, OR OF RECORD.

OWNERS: BR3A, LP, A LIMITED PARTNERSHIP

BY: _____ DATE: _____

NAME: _____

TITLE: _____

BY: _____ DATE: _____

NAME: _____

TITLE: _____

OWNERS: SBGA, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

BY: _____ DATE: _____

NAME: _____

TITLE: _____

BY: _____ DATE: _____

NAME: _____

TITLE: _____

OWNERS: 2600 CR, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

BY: _____ DATE: _____

NAME: _____

TITLE: _____

BY: _____ DATE: _____

NAME: _____

TITLE: _____

OWNER'S ACKNOWLEDGMENT

STATE OF _____

COUNTY OF _____

PERSONALLY APPEARED _____

PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/ SHE/ THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT. WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE OF NOTARY _____
NAME OF NOTARY _____

COMMISSION NO. _____

EXPIRATION DATE: _____

OWNER'S ACKNOWLEDGMENT

STATE OF _____

COUNTY OF _____

PERSONALLY APPEARED _____

PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/ SHE/ THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT. WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE OF NOTARY _____
NAME OF NOTARY _____

COMMISSION NO. _____

EXPIRATION DATE: _____

OWNER'S ACKNOWLEDGMENT

STATE OF _____

COUNTY OF _____

PERSONALLY APPEARED _____

PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/ SHE/ THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT. WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE OF NOTARY _____
NAME OF NOTARY _____

COMMISSION NO. _____

EXPIRATION DATE: _____

TRUSTEE'S STATEMENT

THE UNDERSIGNED AS TRUSTEE UNDER THE DEED OF TRUST RECORDED XXX XX, XXXX AS INSTRUMENT NO. XXXX-XXXXXXX, OFFICIAL RECORDS DOES HEREBY JOIN IN AND CONSENT TO THE EXECUTION OF THE FOREGOING OWNER'S STATEMENT AND TO THE PREPARATION AND RECORDATION OF THIS MAP AND ALL DEEDINGS AND DEDICATIONS THEREON.

XXX TITLE COMPANY, A CALIFORNIA CORPORATION

DATED _____

SIGNATURE _____

PRINT NAME _____

ACKNOWLEDGEMENT

STATE OF CALIFORNIA COUNTY OF CONTRA COSTA SIGNATURE _____

ON _____, XXXX, BEFORE ME, _____, NOTARY PUBLIC, PERSONALLY APPEARED _____

PERSONALLY KNOWN TO ME (OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE) TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT. WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE: _____, NOTARY PUBLIC (SEAL)

PRINT NAME _____

MY COMMISSION # _____

MY COMMISSION EXPIRES _____

COUNTY OR PRINCIPAL PLACE OF BUSINESS _____

TRUSTEE'S STATEMENT

THE UNDERSIGNED AS TRUSTEE UNDER THE DEED OF TRUST RECORDED XXX XX, XXXX AS INSTRUMENT NO. XXXX-XXXXXXX, OFFICIAL RECORDS DOES HEREBY JOIN IN AND CONSENT TO THE EXECUTION OF THE FOREGOING OWNER'S STATEMENT AND TO THE PREPARATION AND RECORDATION OF THIS MAP AND ALL DEEDINGS AND DEDICATIONS THEREON.

XXX TITLE COMPANY, A CALIFORNIA CORPORATION

DATED _____

SIGNATURE _____

PRINT NAME _____

ACKNOWLEDGEMENT

STATE OF CALIFORNIA COUNTY OF CONTRA COSTA SIGNATURE _____

ON _____, XXXX, BEFORE ME, _____, NOTARY PUBLIC, PERSONALLY APPEARED _____

PERSONALLY KNOWN TO ME (OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE) TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT. WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE: _____, NOTARY PUBLIC (SEAL)

PRINT NAME _____

MY COMMISSION # _____

MY COMMISSION EXPIRES _____

COUNTY OR PRINCIPAL PLACE OF BUSINESS _____

BISHOP RANCH
VESTING TENTATIVE PARCEL MAP
TITLE SHEET
SAN RAMON CONTRA COSTA COUNTY CALIFORNIA

| | | | | | |
|------------------|-----------------|---------|--------|---------------|-------------------|
| Date: 10/08/2019 | Scale: AS SHOWN | Design: | Drawn: | Approved: JBN | Job No.: 20176030 |
| Revisions | No. | XXX | | | |

Drawing Number:

TMO.0
1 OF 8

DRAWING NAME: \\BKF-SANRAMON\142017\176030_01.dwg
PLOT FILE: BKF-18.dwg
PLOTTER: HP DesignJet 5000

VESTING TENTATIVE PARCEL MAP

BEING A RESUBDIVISION OF PARCELS A AND B, AS SHOWN ON PARCEL MAP MS-901-15 FOR CONDOMINIUM PURPOSES, FILED FOR RECORD ON SEPTEMBER 21, 2015 IN BOOK 209 OF MAPS AT PAGES 49 THROUGH 51, RECORDS OF CONTRA COSTA COUNTY; AND BEING PARCELS M, N, AND O, AS SHOWN ON PARCEL MAP MS-901-18, FILED FOR RECORD ON JULY 6, 2018 IN BOOK 214 OF MAPS AT PAGES 14 AND 15, RECORDS OF SAID COUNTY; AND BEING LOTS 2, 3, AND 4, AS SHOWN ON SUBDIVISION 9217, FILED FOR RECORD ON APRIL 24, 2013 IN BOOK 516 OF MAPS AT PAGES 36 THROUGH 39, RECORDS OF SAID COUNTY.

THE CITY OF SAN RAMON, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA

CITY ENGINEER'S STATEMENT

I, _____, CITY ENGINEER OF THE CITY OF SAN RAMON, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, HEREBY STATE THAT I HAVE EXAMINED THIS MAP, ENTITLED "PARCEL MAP SUB.....", THAT SAID SUBDIVISION AS SHOWN IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE PARCEL MAP FOR THIS SUBDIVISION, IF ANY, AND ANY APPROVED ALTERATIONS THEREOF, AS APPROVED BY THE CITY OF SAN RAMON PLANNING COMMISSION.

DATE: _____

(NAME T.B.R.), CITY ENGINEER
R.C.E. NO. XXXXX
REGISTRATION EXP: X/XX/XXXX

SURVEYOR'S STATEMENT

I, _____, HEREBY STATE THAT I AM A LICENSED LAND SURVEYOR IN THE STATE OF CALIFORNIA, THAT THIS PARCEL MAP WAS PREPARED BY ME, OR UNDER MY DIRECTION, AND WAS COMPILED FROM RECORD DATA IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF SUNSET DEVELOPMENT COMPANY, LLC. I HEREBY STATE THAT THIS PARCEL MAP SUBSTANTIALLY CONFORMS TO THE APPROVED OR CONDITIONALLY APPROVED TENTATIVE PARCEL MAP, IF ANY.

THE AREA OF THIS SUBDIVISION IS XXXX ACRES, MORE OR LESS.

NAME
P.L.S. XXXX EXP. XX-XX-XXXX

DATE

CITY CLERK'S STATEMENT

I, _____, CITY CLERK AND EX-OFFICIO CLERK OF THE CITY OF SAN RAMON, STATE OF CALIFORNIA, DO HEREBY STATE THAT THE ABOVE AND FOREGOING PARCEL MAP ENTITLED "PARCEL MAP SUB....." WAS PRESENTED TO SAID COUNCIL AS PROVIDED BY LAW AT A REGULAR MEETING THEREOF HELD ON THE _____ DAY OF _____, 200X AND THAT SAID CITY COUNCIL DID THEREUPON BY RESOLUTION NO. _____ APPROVE SAID PARCEL MAP AND ACCEPTED SUBJECT TO IMPROVEMENT ON BEHALF OF THE PUBLIC ANY STREETS, PARCELS AND EASEMENTS SHOWN THEREON AS DEDICATED TO PUBLIC USE.

I ALSO HEREBY STATE THAT ALL BONDS AS REQUIRED BY LAW TO ACCOMPANY THE WITHIN PARCEL MAP HAVE BEEN APPROVED BY THE CITY COUNCIL OF SAN RAMON AND ARE FILED IN MY OFFICE, IN WITNESS THERETO I HAVE HEREUNTO SET MY HAND THIS _____ DAY OF _____, 200X.

XXXXXX, CITY CLERK
EX-OFFICIO CLERK OF THE CITY COUNCIL
OF THE CITY OF SAN RAMON, STATE OF CALIFORNIA

CLERK OF THE BOARD OF SUPERVISORS STATEMENT

I HEREBY STATE AS CHECKED BELOW THAT:

A TAX BOND ASSURING PAYMENT OF ALL TAXES WHICH ARE NOW A LIEN BUT NOT YET PAYABLE, HAS BEEN RECEIVED AND FILED WITH THE BOARD OF SUPERVISORS OF CONTRA COSTA COUNTY, STATE OF CALIFORNIA.

ALL TAXES DUE HAVE BEEN PAID, AS CERTIFIED BY THE COUNTY REDEMPTION OFFICER.

DATE: _____

XXXXX, CLERK OF THE BOARD OF SUPERVISORS
AND COUNTY ADMINISTRATOR.
COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA

BY: _____
DEPUTY CLERK

PLANNING COMMISSION STATEMENT

I HEREBY STATE THAT THE PLANNING COMMISSION OF THE CITY OF SAN RAMON, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA HAS APPROVED THE TENTATIVE PARCEL MAP, UPON WHICH THIS PARCEL MAP IS BASED.

(NAME TO BE CHANGED)
PLANNING DIRECTOR
CITY OF SAN RAMON, COUNTY OF CONTRA COSTA

DATE: _____

GEOTECHNICAL SOILS REPORT:

A SOILS REPORT HAS BEEN PREPARED BY _____, PROJECT NO. _____, DATED _____ AND IS ON FILE IN THE OFFICE OF CITY ENGINEER OF THE CITY OF SAN RAMON, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA.

COUNTY RECORDER'S STATEMENT

THIS MAP, ENTITLED "PARCEL MAP SUB" IS HEREBY ACCEPTED FOR RECORDATION, SHOWING A CLEAR TITLE AS PER LETTER OF TITLE WRITTEN BY XXX TITLE COMPANY, CONTRA COSTA COUNTY, DATED THE _____ DAY OF _____, 200X, AND AFTER EXAMINING THE SAME, I DEEM THAT SAID MAP COMPLIES IN ALL RESPECTS WITH THE PROVISIONS OF STATE LAW AND LOCAL ORDINANCES GOVERNING THE FILING OF SUBDIVISION MAPS.

RECORDED AT THE REQUEST OF BKF ENGINEERS AT _____M. ON THE _____DAY OF _____ 20XX, IN BOOK _____ OF PARCEL MAPS, AT PAGE _____ IN THE OFFICE OF THE COUNTY RECORDER OF CONTRA COSTA COUNTY, STATE OF CALIFORNIA.

NAME TO BE CHANGED
COUNTY RECORDER
COUNTY OF CONTRA COSTA
STATE OF CALIFORNIA

BY: _____
DEPUTY COUNTY RECORDER

DOCUMENT NO. _____

4670 WILLOW ROAD
SUITE 250
PLEASANTON, CA 94588
925-386-7700
925-386-7799 (FAX)



BISHOP RANCH
VESTING TENTATIVE PARCEL MAP
TITLE SHEET
SAN RAMON CONTRA COSTA COUNTY CALIFORNIA

| | |
|-------------------|-----------|
| Date: 10/08/2019 | Revisions |
| Scale: AS SHOWN | No. XXX |
| Design: | |
| Drawn: | |
| Approved: JBN | |
| Job No.: 20176030 | |

Drawing Number:

TM0.1




2 OF **8**

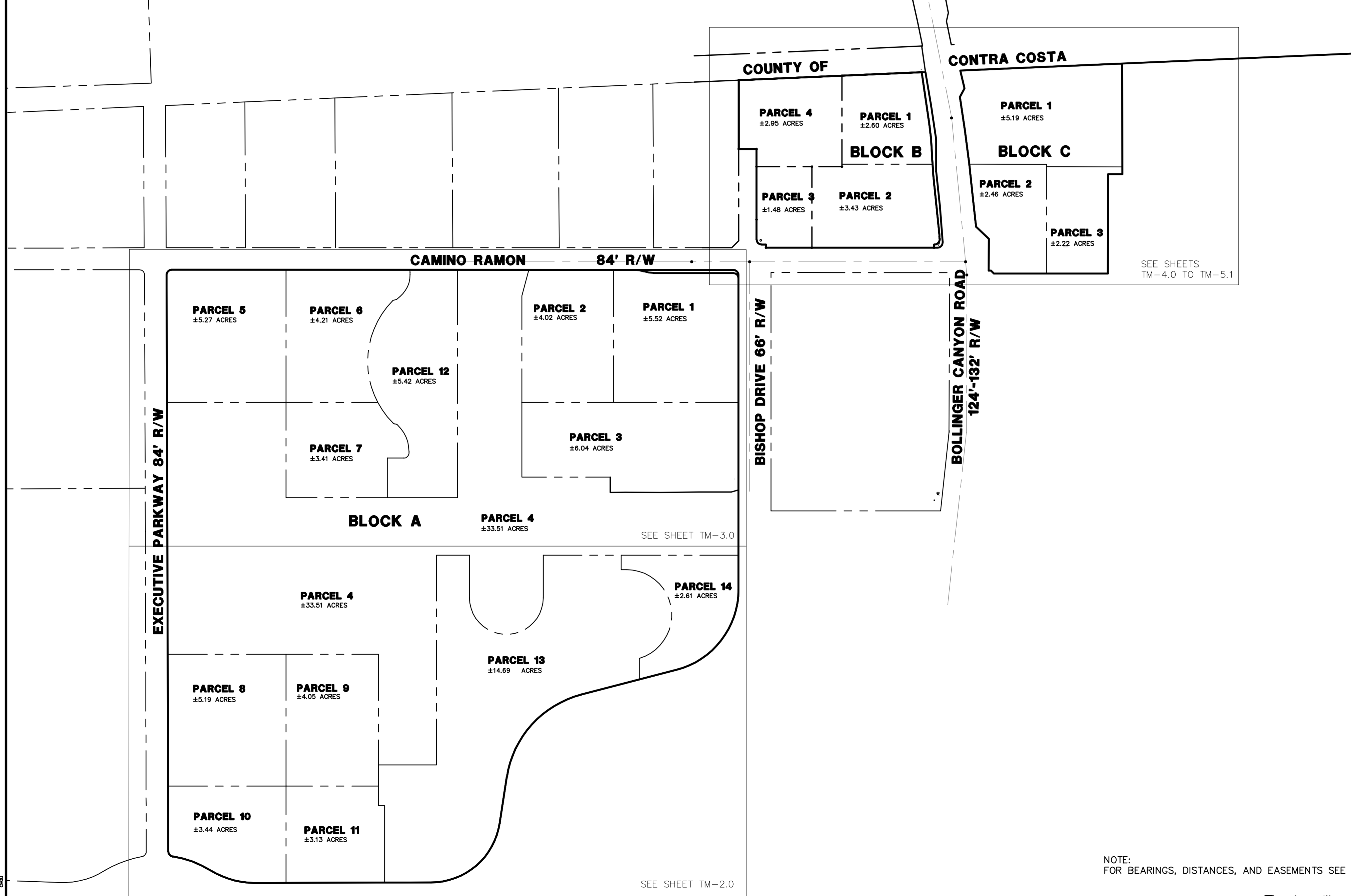
VESTING TENTATIVE PARCEL MAP

BEING A RESUBDIVISION OF PARCELS A AND B, AS SHOWN ON PARCEL MAP MS-901-15 FOR CONDOMINIUM PURPOSES, FILED FOR RECORD ON SEPTEMBER 21, 2015 IN BOOK 209 OF MAPS AT PAGES 49 THROUGH 51, RECORDS OF CONTRA COSTA COUNTY; AND BEING PARCELS M, N, AND O, AS SHOWN ON PARCEL MAP MS-901-18, FILED FOR RECORD ON JULY 6, 2018 IN BOOK 214 OF MAPS AT PAGES 14 AND 15, RECORDS OF SAID COUNTY; AND BEING LOTS 2, 3, AND 4, AS SHOWN ON SUBDIVISION 9217, FILED FOR RECORD ON APRIL 24, 2013 IN BOOK 516 OF MAPS AT PAGES 36 THROUGH 39, RECORDS OF SAID COUNTY.

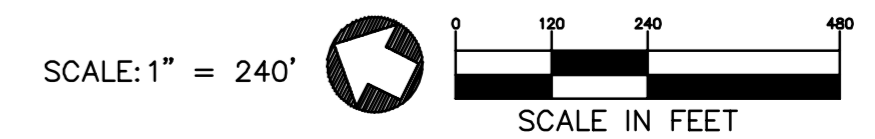
THE CITY OF SAN RAMON, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA

LEGEND

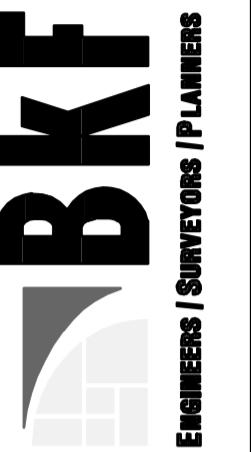
-  BOUNDARY LINE
-  EASEMENT LINE
-  LOT LINE



NOTE:
FOR BEARINGS, DISTANCES, AND EASEMENTS SEE SHEETS 4 TO 8



4670 WILLOW ROAD
 SUITE 250
 PLEASANTON, CA 94588
 925-386-7700
 925-386-7799 (FAX)



**BISHOP RANCH
 VESTING TENTATIVE PARCEL MAP
 OVERALL MAP**

SAN RAMON CONTRA COSTA COUNTY CALIFORNIA

| | |
|-----------|------------|
| Date: | 10/08/2019 |
| Scale: | AS SHOWN |
| Design: | |
| Drawn: | JBN |
| Approved: | JBN |
| Job No.: | 20176030 |

Drawing Number:
TM1.0
 3 OF 8






DRAWING NAME: \\BKF-SANRAMON\142017\176030\11\ship_Ranch\BKF\TM1\BMAP_TMAP.dwg
 PLOTTED BY:

VESTING TENTATIVE PARCEL MAP

BEING A RESUBDIVISION OF PARCELS A AND B, AS SHOWN ON PARCEL MAP MS-901-15 FOR CONDOMINIUM PURPOSES, FILED FOR RECORD ON SEPTEMBER 21, 2015 IN BOOK 209 OF MAPS AT PAGES 49 THROUGH 51, RECORDS OF CONTRA COSTA COUNTY; AND BEING PARCELS M, N, AND O, AS SHOWN ON PARCEL MAP MS-901-18, FILED FOR RECORD ON JULY 6, 2018 IN BOOK 214 OF MAPS AT PAGES 14 AND 15, RECORDS OF SAID COUNTY; AND BEING LOTS 2, 3, AND 4, AS SHOWN ON SUBDIVISION 9217, FILED FOR RECORD ON APRIL 24, 2013 IN BOOK 516 OF MAPS AT PAGES 36 THROUGH 39, RECORDS OF SAID COUNTY.

THE CITY OF SAN RAMON, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA

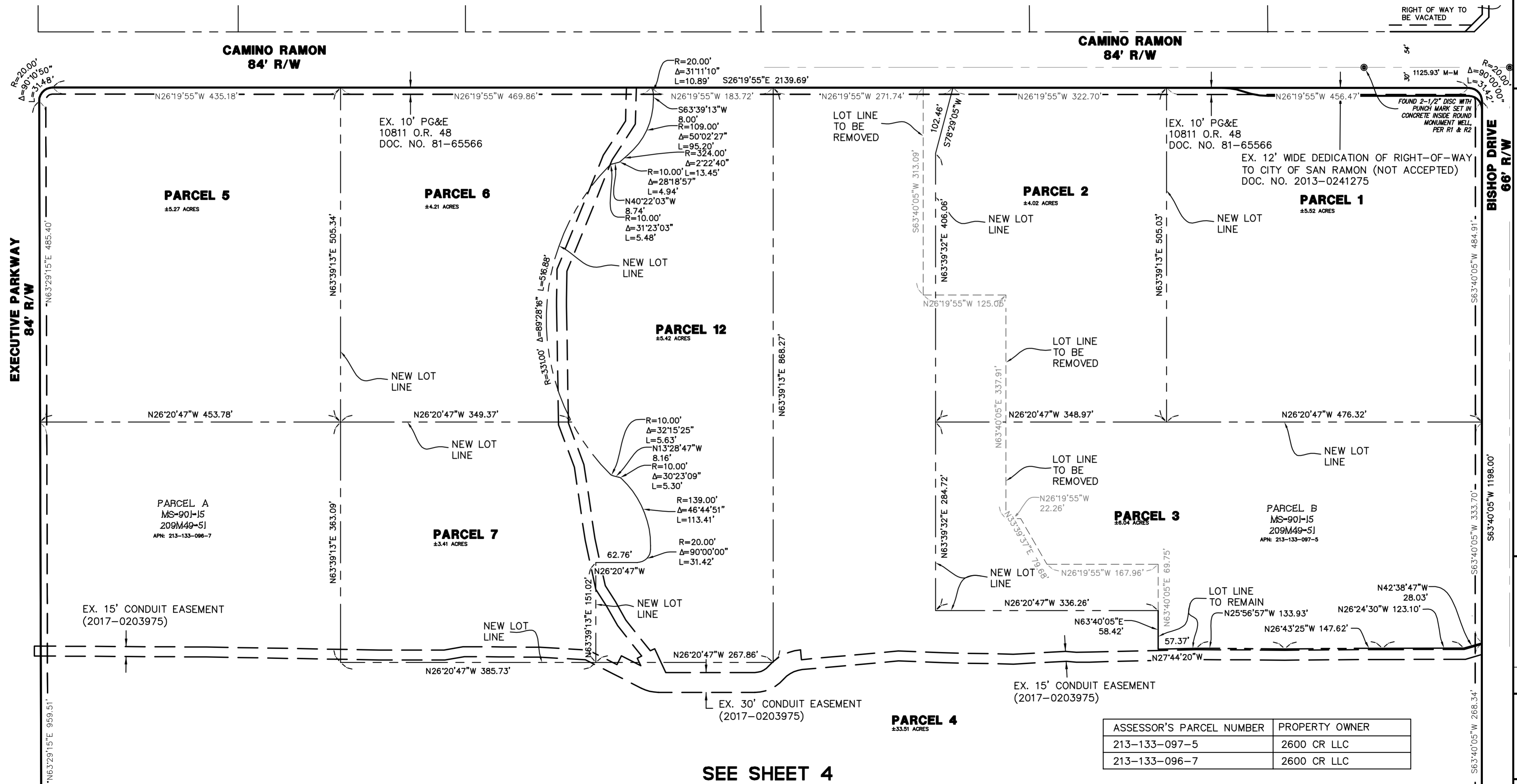
LEGEND

-  BOUNDARY LINE
-  EASEMENT LINE
-  LOT LINE
-  LOT LINE TO BE REMOVED
-  STANDARD WELL MONUMENT

4670 WILLOW ROAD
SUITE 250
PLEASANTON, CA 94588
925-386-7700
925-386-7799 (FAX)



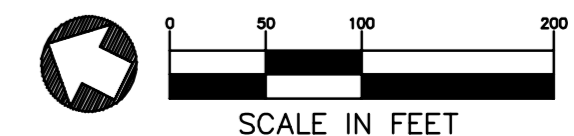
BISHOP RANCH
VESTING TENTATIVE PARCEL MAP
BLOCK A EAST
 CONTRA COSTA COUNTY
 SAN RAMON
 CALIFORNIA



SEE SHEET 4

| ASSESSOR'S PARCEL NUMBER | PROPERTY OWNER |
|--------------------------|----------------|
| 213-133-097-5 | 2600 CR LLC |
| 213-133-096-7 | 2600 CR LLC |

SCALE: 1" = 100'



| Date: | Scale: | Design: | Drawn: | Approved: | Job No.: |
|------------|----------|---------|--------|-----------|----------|
| 10/08/2019 | AS SHOWN | | | JBN | 20176030 |

Drawing Number:
TM3.0
 5 OF 8



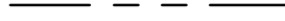


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 PLOT FILE: BKF-176030.dwg
 PLOT DATE: 10/08/2019 10:51:11 AM

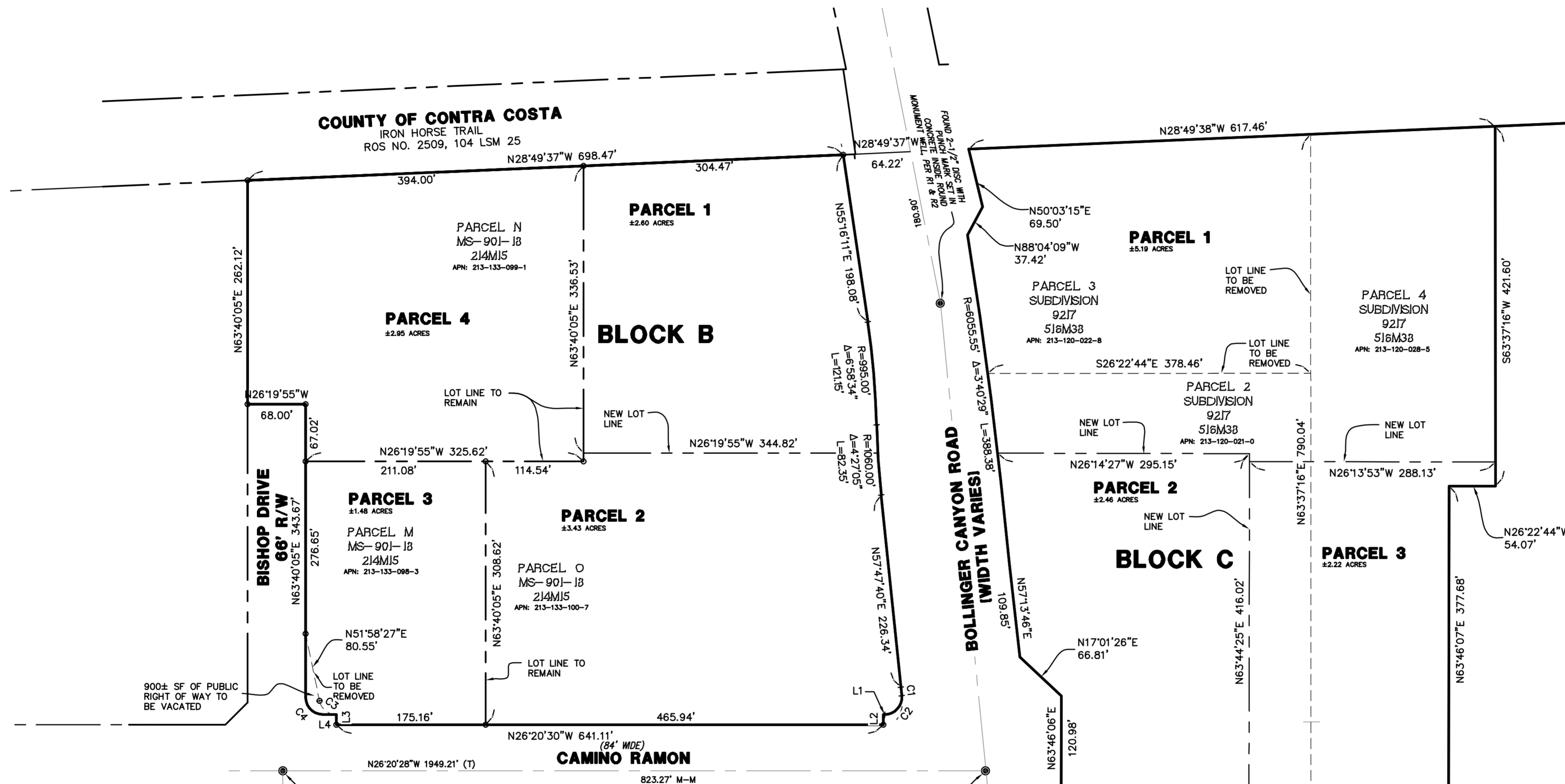
VESTING TENTATIVE PARCEL MAP

BEING A RESUBDIVISION OF PARCELS A AND B, AS SHOWN ON PARCEL MAP MS-901-15 FOR CONDOMINIUM PURPOSES, FILED FOR RECORD ON SEPTEMBER 21, 2015 IN BOOK 209 OF MAPS AT PAGES 49 THROUGH 51, RECORDS OF CONTRA COSTA COUNTY; AND BEING PARCELS M, N, AND O, AS SHOWN ON PARCEL MAP MS-901-18, FILED FOR RECORD ON JULY 6, 2018 IN BOOK 214 OF MAPS AT PAGES 14 AND 15, RECORDS OF SAID COUNTY; AND BEING LOTS 2, 3, AND 4, AS SHOWN ON SUBDIVISION 9217, FILED FOR RECORD ON APRIL 24, 2013 IN BOOK 516 OF MAPS AT PAGES 36 THROUGH 39, RECORDS OF SAID COUNTY.

THE CITY OF SAN RAMON, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA

LEGEND

-  BOUNDARY LINE
-  EASEMENT LINE
-  LOT LINE
-  LOT LINE TO BE REMOVED
-  STANDARD WELL MONUMENT

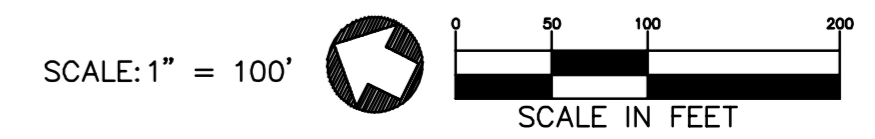


| LINE TABLE | | |
|------------|-------------|--------|
| NO. | BEARING | LENGTH |
| L1 | S26°20'28"E | 1.62' |
| L2 | N63°39'32"E | 12.00' |
| L3 | S63°39'32"W | 12.00' |
| L4 | S26°19'55"E | 15.91' |

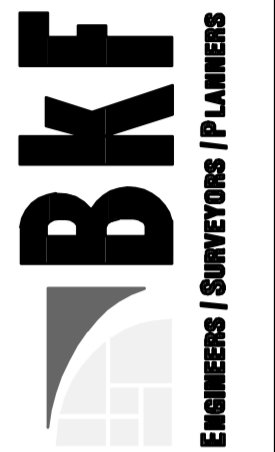
| CURVE TABLE | | | |
|-------------|----------|-----------|--------|
| NO. | RADIUS | DELTA | LENGTH |
| C1 | 3401.00' | 0°10'22" | 10.26' |
| C2 | 20.00' | 95°41'30" | 33.40' |
| C3 | 20.00' | 78°18'55" | 27.34' |
| C4 | 20.00' | 90°00'00" | 31.42' |

| ASSESSOR'S PARCEL NUMBER | PROPERTY OWNER |
|--------------------------|----------------|
| 213-133-099-1 | BR3A-LP |
| 213-133-098-3 | BR3A-LP |
| 213-133-100-7 | BR3A-LP |
| 213-120-022-8 | SBCA LLC |
| 213-120-028-5 | SBCA LLC |
| 213-120-021-0 | SBCA LLC |

NOTE:
 1. FOR EASEMENTS SEE SHEETS 7 TO 8
 2. APPROXIMATELY 900 SF OF PUBLIC RIGHT OF WAY WITHIN BISHOP DRIVE TO BE VACATED. AREA TO BECOME PART OF PARCEL 3 OF BLOCK B AS SHOWN.



4670 WILLOW ROAD
 SUITE 250
 PLEASANTON, CA 94588
 925-386-7700
 925-386-7799 (FAX)



BISHOP RANCH
VESTING TENTATIVE PARCEL MAP
BLOCKS B AND C
 SAN RAMON CONTRA COSTA COUNTY CALIFORNIA

| Date: | Scale: | Design: | Drawn: | Approved: | Job No.: |
|------------|----------|---------|--------|-----------|----------|
| 10/08/2019 | AS SHOWN | | JBN | JBN | 20176030 |

Drawing Number:
TM4.0
 6 OF 8

DRAWING NAME: \\BKF-SVA\14\2017\176030_Bishop Ranch\TM4\TM4_BMAP_TMAP.dwg
 PLOTTED BY: [Name]
 DATE: [Date]

VESTING TENTATIVE PARCEL MAP






BEING A RESUBDIVISION OF PARCELS A AND B, AS SHOWN ON PARCEL MAP MS-901-15 FOR CONDOMINIUM PURPOSES, FILED FOR RECORD ON SEPTEMBER 21, 2015 IN BOOK 209 OF MAPS AT PAGES 49 THROUGH 51, RECORDS OF CONTRA COSTA COUNTY; AND BEING PARCELS M, N, AND O, AS SHOWN ON PARCEL MAP MS-901-18, FILED FOR RECORD ON JULY 6, 2018 IN BOOK 214 OF MAPS AT PAGES 14 AND 15, RECORDS OF SAID COUNTY; AND BEING LOTS 2, 3, AND 4, AS SHOWN ON SUBDIVISION 9217, FILED FOR RECORD ON APRIL 24, 2013 IN BOOK 516 OF MAPS AT PAGES 36 THROUGH 39, RECORDS OF SAID COUNTY.

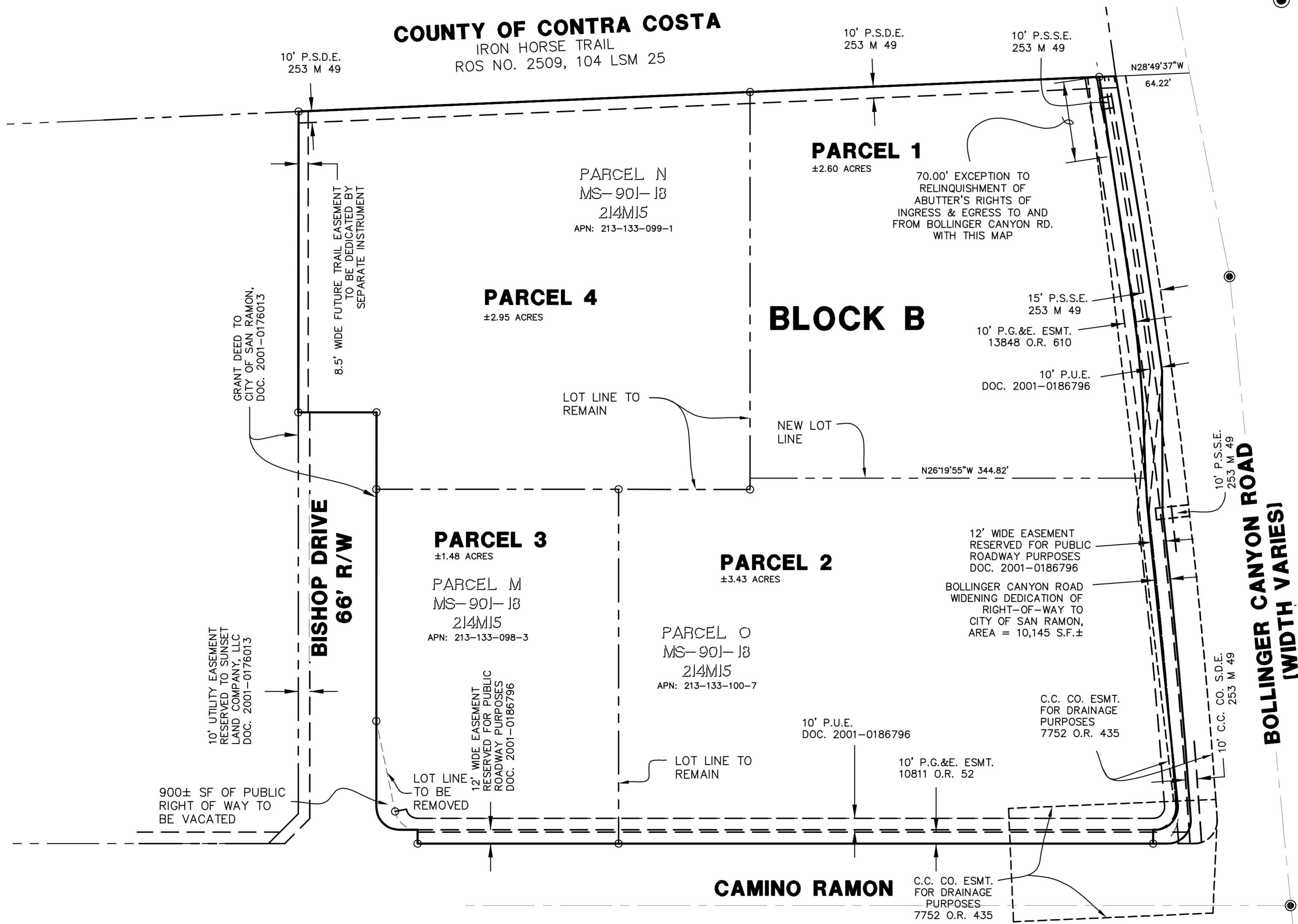
THE CITY OF SAN RAMON, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA

COUNTY OF CONTRA COSTA

IRON HORSE TRAIL
ROS NO. 2509, 104 LSM 25

LEGEND

-  BOUNDARY LINE
-  EASEMENT LINE
-  LOT LINE
-  LOT LINE TO BE REMOVED
-  STANDARD WELL MONUMENT



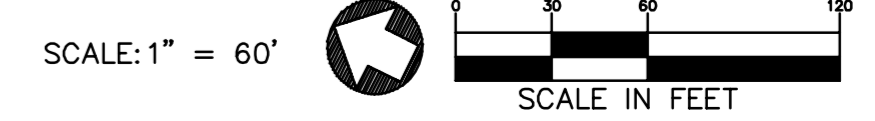
SEE SHEET 8

BISHOP RANCH
VESTING TENTATIVE PARCEL MAP
BLOCK B EASEMENTS
 SAN RAMON CONTRA COSTA COUNTY CALIFORNIA

4670 WILLOW ROAD
 SUITE 250
 PLEASANTON, CA 94588
 925-386-7700
 925-386-7799 (FAX)



| ASSESSOR'S PARCEL NUMBER | PROPERTY OWNER |
|--------------------------|----------------|
| 213-133-099-1 | BR3A-LP |
| 213-133-098-3 | BR3A-LP |
| 213-133-100-7 | BR3A-LP |



| Date: | Scale: | Design: | Drawn: | Approved: | Job No.: |
|------------|----------|---------|--------|-----------|----------|
| 10/08/2019 | AS SHOWN | | JBN | JBN | 20176030 |

Drawing Number:
TM5.0
7 OF 8






DRAWING NAME: \\BKF-SANRAMON\142017\176030\11\map\Bishop\BISHOP_TENTATIVE_PMAP_TMAP.dwg
 PLOTTED BY: CDD

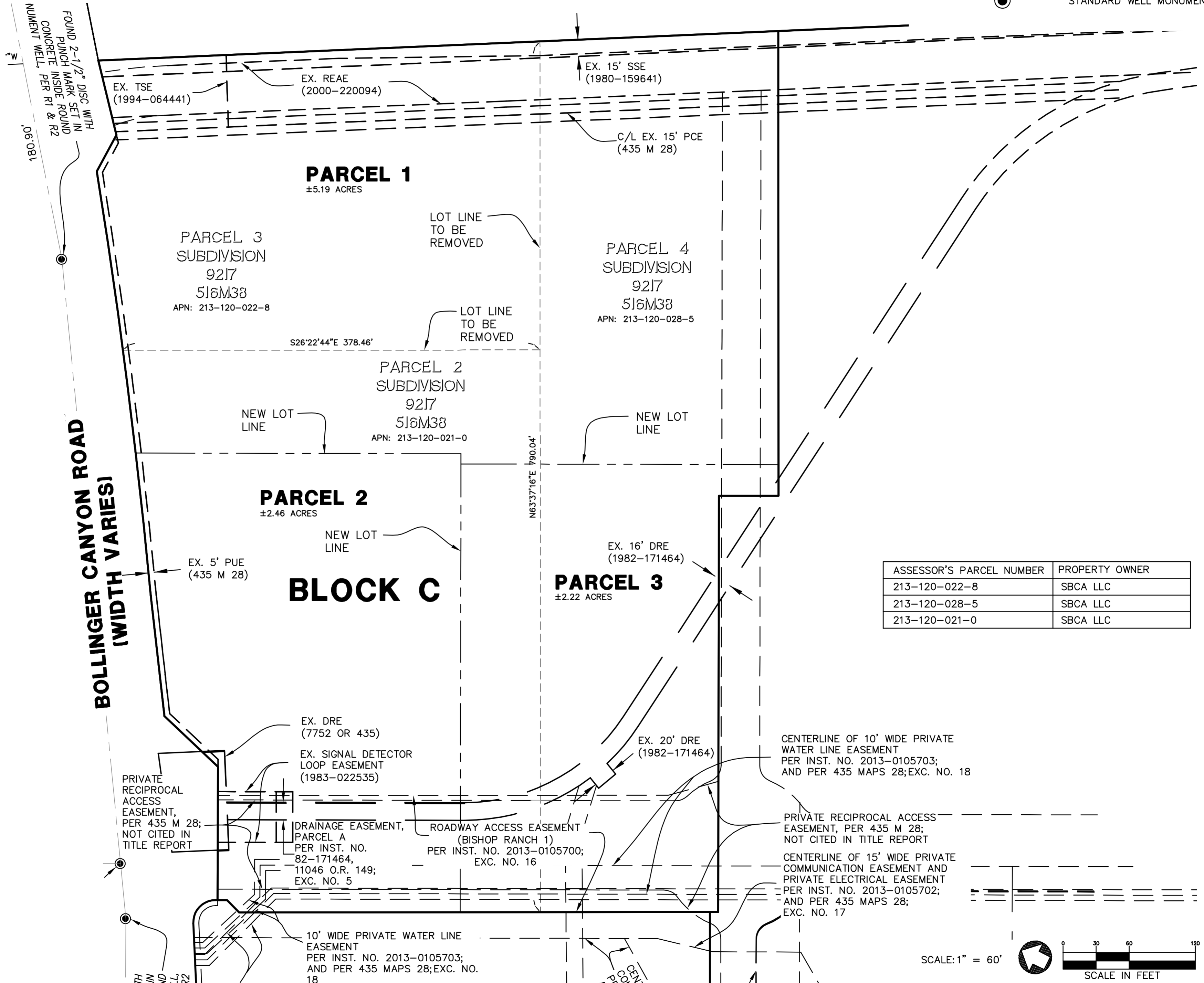
VESTING TENTATIVE PARCEL MAP

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THE CITY OF SAN RAMON, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA

LEGEND

-  BOUNDARY LINE
-  EASEMENT LINE
-  LOT LINE
-  LOT LINE TO BE REMOVED
-  STANDARD WELL MONUMENT



| ASSESSOR'S PARCEL NUMBER | PROPERTY OWNER |
|--------------------------|----------------|
| 213-120-022-8 | SBCA LLC |
| 213-120-028-5 | SBCA LLC |
| 213-120-021-0 | SBCA LLC |

SEE SHEET 7

**BOLLINGER CANYON ROAD
(WIDTH VARIES!)**

BLOCK C

DRAWING NAME: BKF-S-14-14-2017-176030-11 Map Bishop Ranch Tentative Parcel Map.dwg
PLOT DATE: 10/08/2019
PLOT BY: JBN

**BISHOP RANCH
VESTING TENTATIVE PARCEL MAP
BLOCK C EASEMENTS**

SAN RAMON CONTRA COSTA COUNTY CALIFORNIA

4670 WILLOW ROAD
SUITE 250
PLEASANTON, CA 94588
925-386-7700
925-386-7799 (FAX)



| Date: | Scale: | Design: | Drawn: | Approved: | Job No.: |
|------------|----------|---------|--------|-----------|----------|
| 10/08/2019 | AS SHOWN | | JBN | JBN | 20176030 |

Drawing Number:
TM5.1
8 OF 8



Resolution No. 11-20

EXHIBIT G

(By Reference)

CITYWALK

CityWalk Design Guidelines

<http://www.sanramon.ca.gov/CityWalkDesign>.