



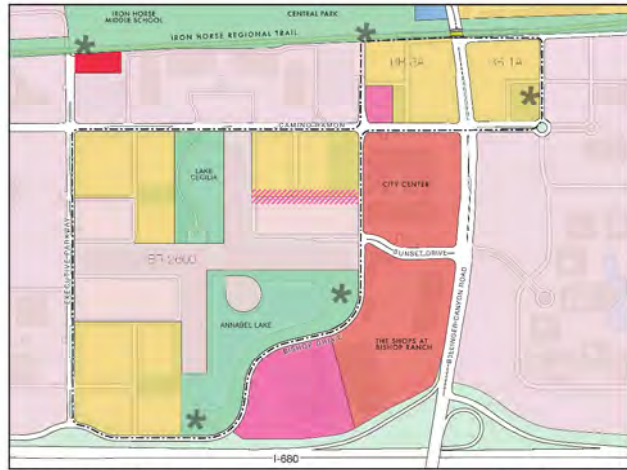
CityWalk Bishop Ranch



City of San Ramon
Architectural Review Board Presentation
11 December 2019

Master Plan Objectives

- Provide multi-family housing within walking/biking/short commutes of Bishop Ranch's jobs, shopping and transit system
- Using infill development, utilize the existing circulation and open space at Bishop Ranch to create a community of neighborhoods that fits into the unique character of Bishop Ranch and the City
- Create enough homes to create a sense of community but not so many that would over burden the existing street system
- Create desirable neighborhoods with pedestrian-oriented streets, parks as focal point and identity, residential buildings with modern timeless architecture and units on all four elevations
- Create amenities that are of value to both CityWalk and the broader community
- Preserve the employee experience of our existing office buildings
- Create a master plan, a 25 year road map, for the measured implementation of the community over time



PROPOSED LAND USE

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

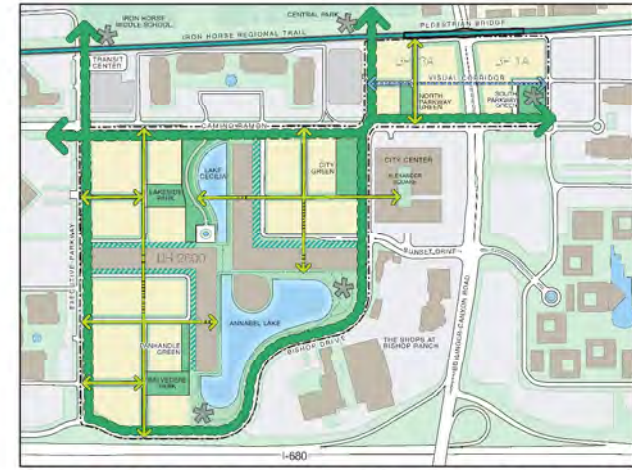
- Land uses predominantly residential
- Hotel and retail in BR3A
- Retail uses as an extension of City Center Avenue



VEHICULAR CIRCULATION & PARKING

- ARTERIAL STREETS
- COLLECTOR STREETS
- LOCAL STREETS
- PROPOSED LOCAL STREETS - MIN. 20' CARRIAGEWAY
- AERIAL APPARATUS FIRE ACCESS ROAD - 26' CARRIAGEWAY
- GARAGE ACCESS
- PODIUM PARKING
- SIGNALIZED INTERSECTIONS
- MASTER PLAN AREA

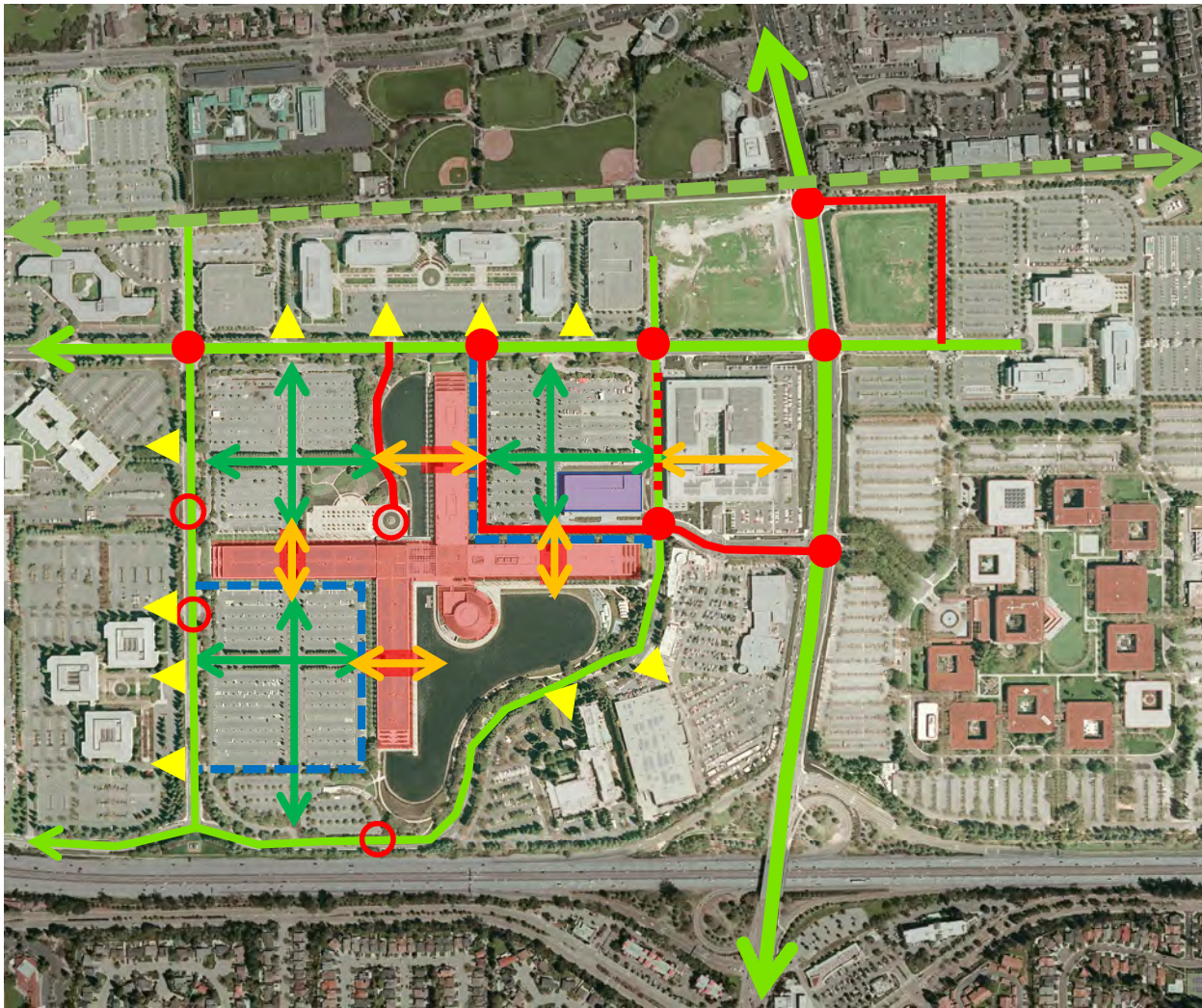
- Utilize existing circulation
- Separation between office and residential
- Focus on walkability
- Enhance transit use via 3 new Transit Hubs
- Planned for both on and off street bike trails



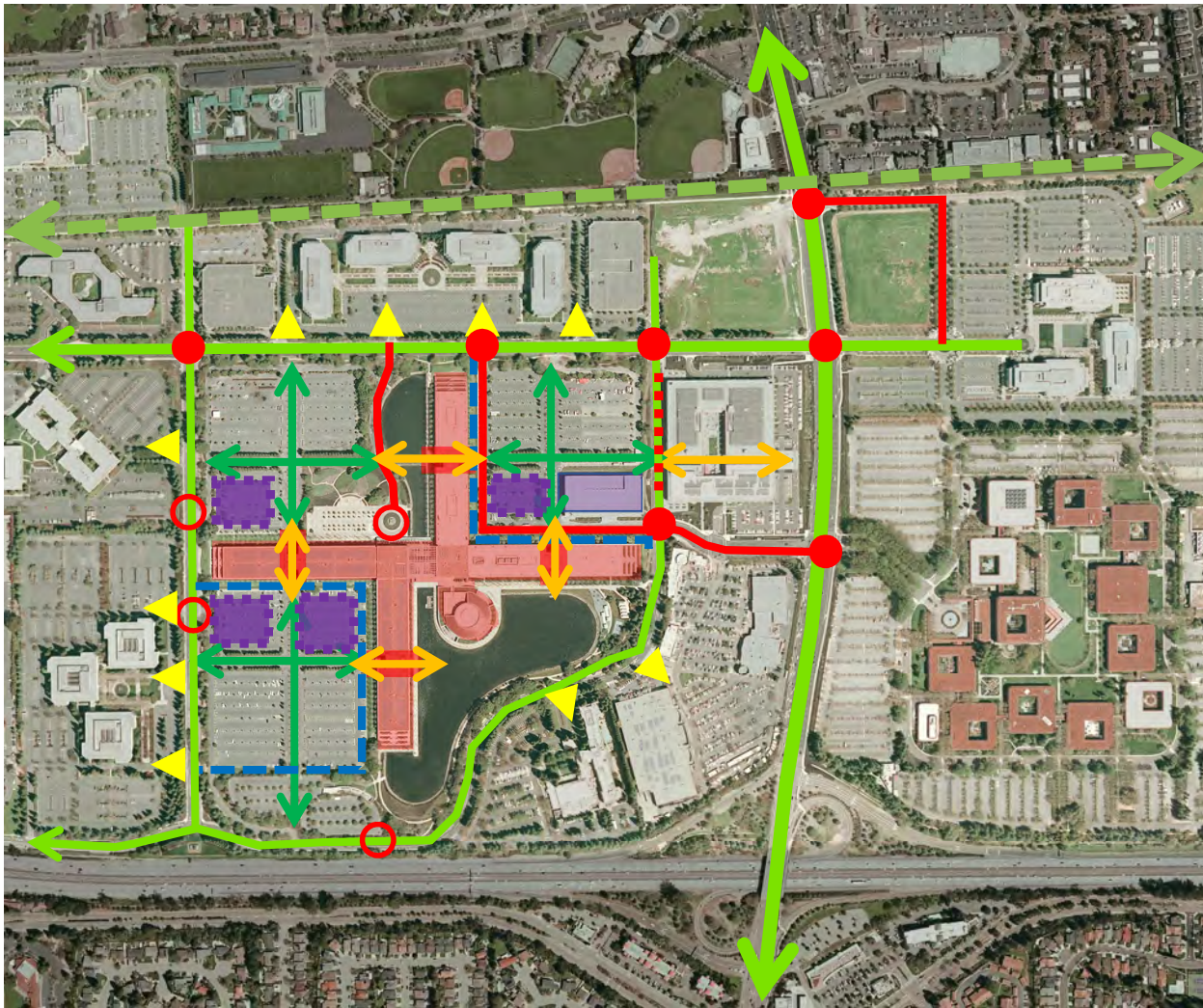
LANDSCAPE & OPEN SPACE FRAMEWORK

- PARKWAY SYSTEM
- PARKS
- GREEN STREETS
- OTHER LANDSCAPED ALLEYS
- COMMUNITY AMENITIES
- MASTER PLAN AREA

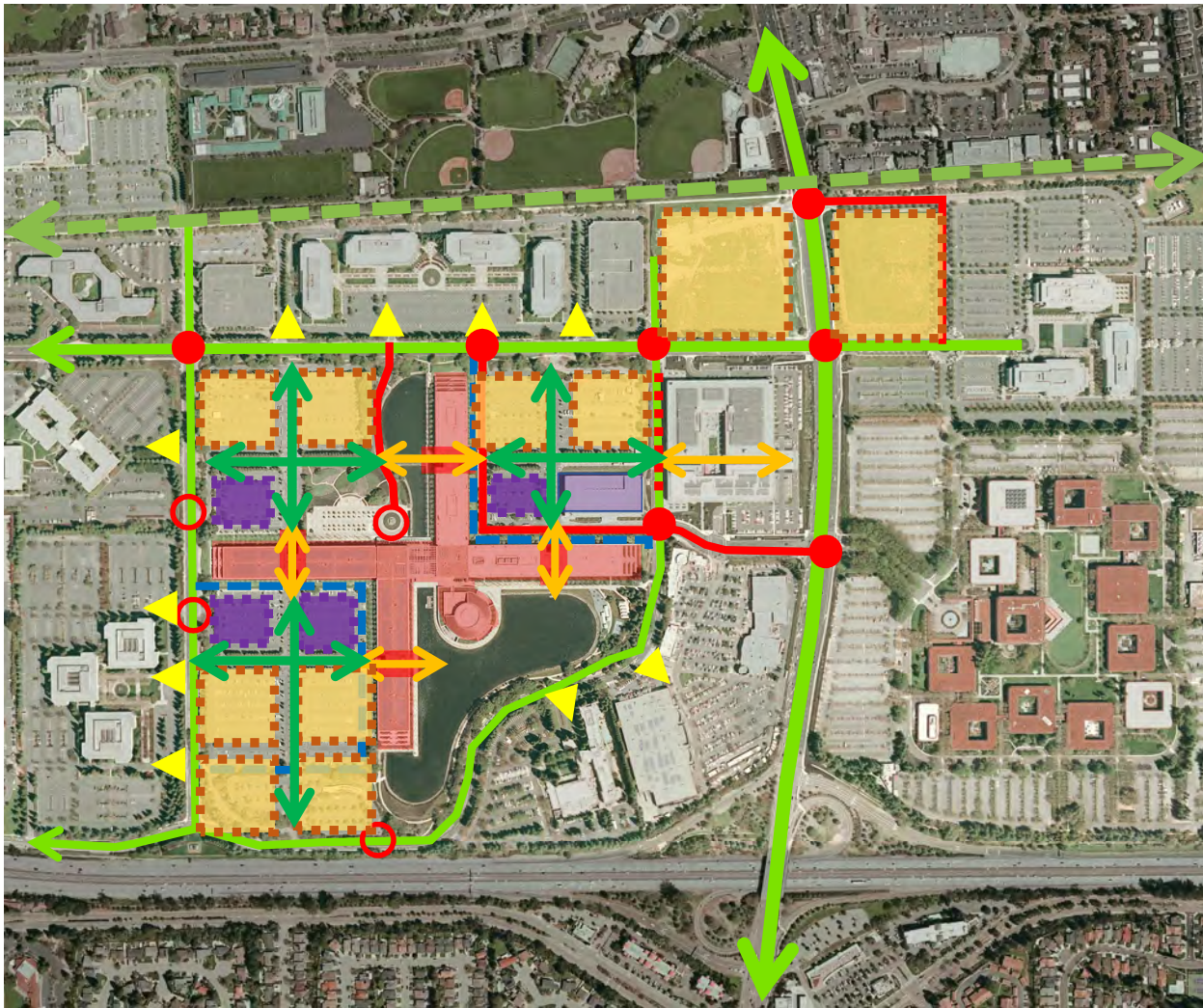
- Build on existing conditions
- Parkway System
- Lake Parks
- Neighborhood Parks
- City Green














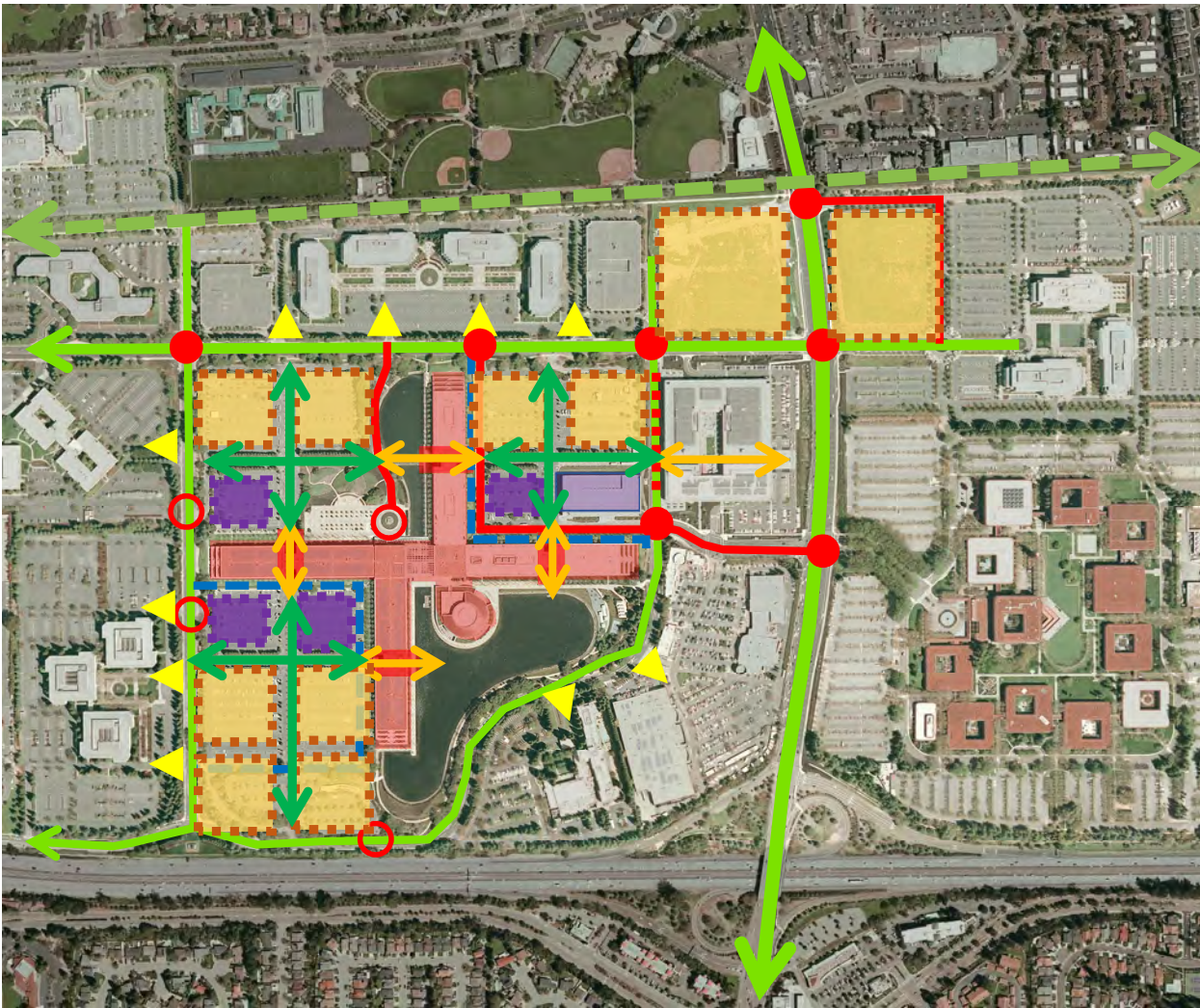
- Street
- Signalize Intersection
- Non-signalized Intersection
- ▶ Access Drive
- ↔ Parkway Streets
- ↔ Drive/Pedestrian Walk
- ↔ Pedestrian Walk
- Existing Building
- Existing Parking Garage



- Street
- Signalize Intersection
- Non-signalized Intersection
- ▶ Access Drive
- ↔ Parkway Streets
- ↔ Drive/Pedestrian Walk
- ↔ Pedestrian Walk
- ▭ Existing Building
- ▭ Existing Parking Garage
- ▭ New Parking Garages



-  Street
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-  Non-signalized Intersection
-  Access Drive
-  Parkway Streets
-  Drive/Pedestrian Walk
-  Pedestrian Walk
-  Existing Building
-  Existing Parking Garage
-  New Parking Garages
-  Development Sites



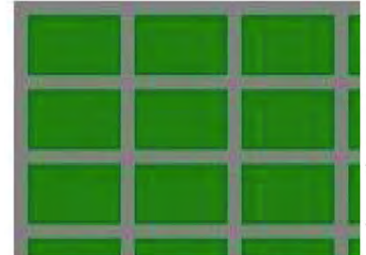
Livermore 332' x 340'



Concord 332'



New York 600' x 250'

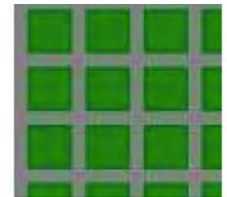


San Francisco 420' x 275'

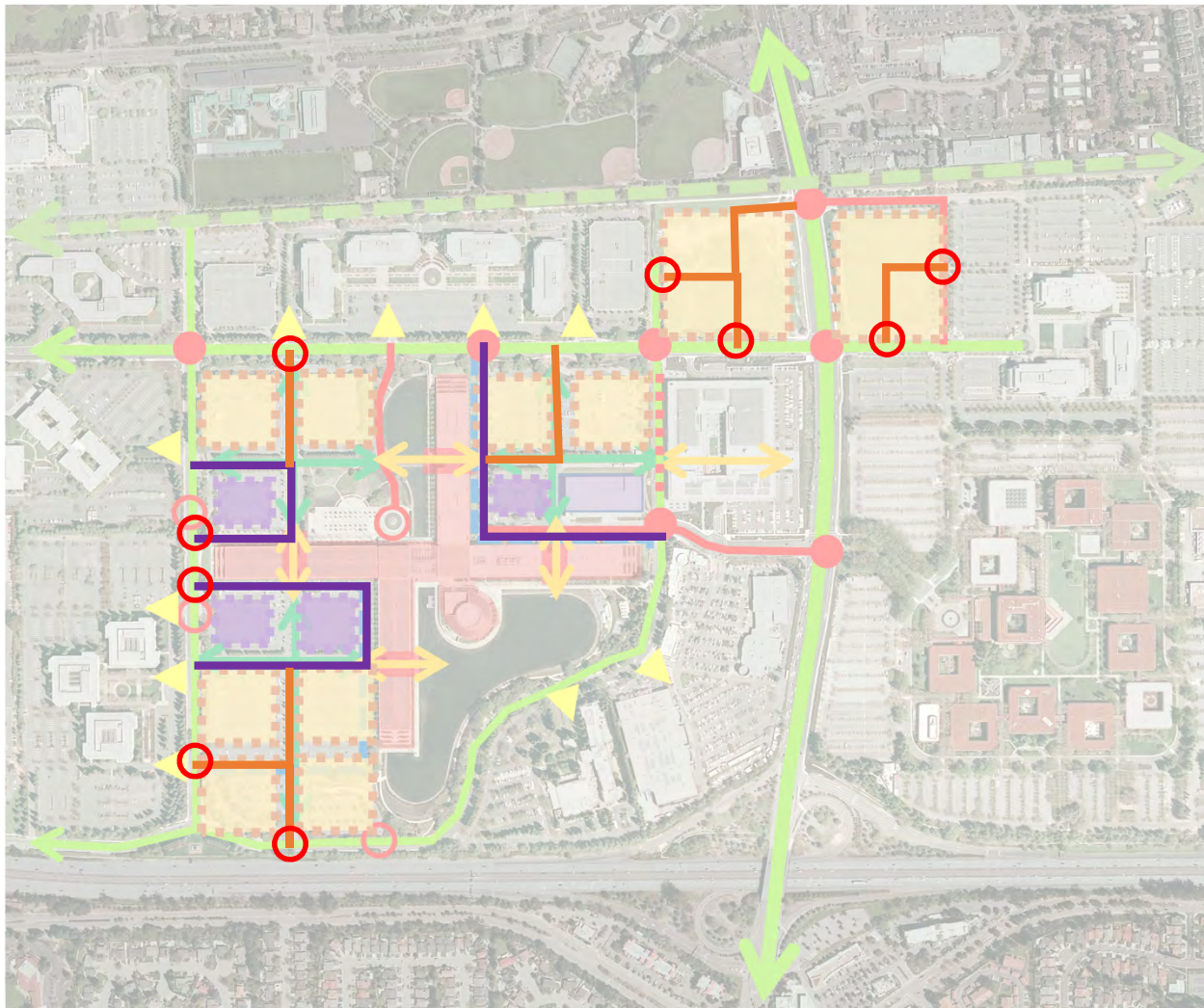













SCIENCE & TECHNOLOGY

Why city blocks work



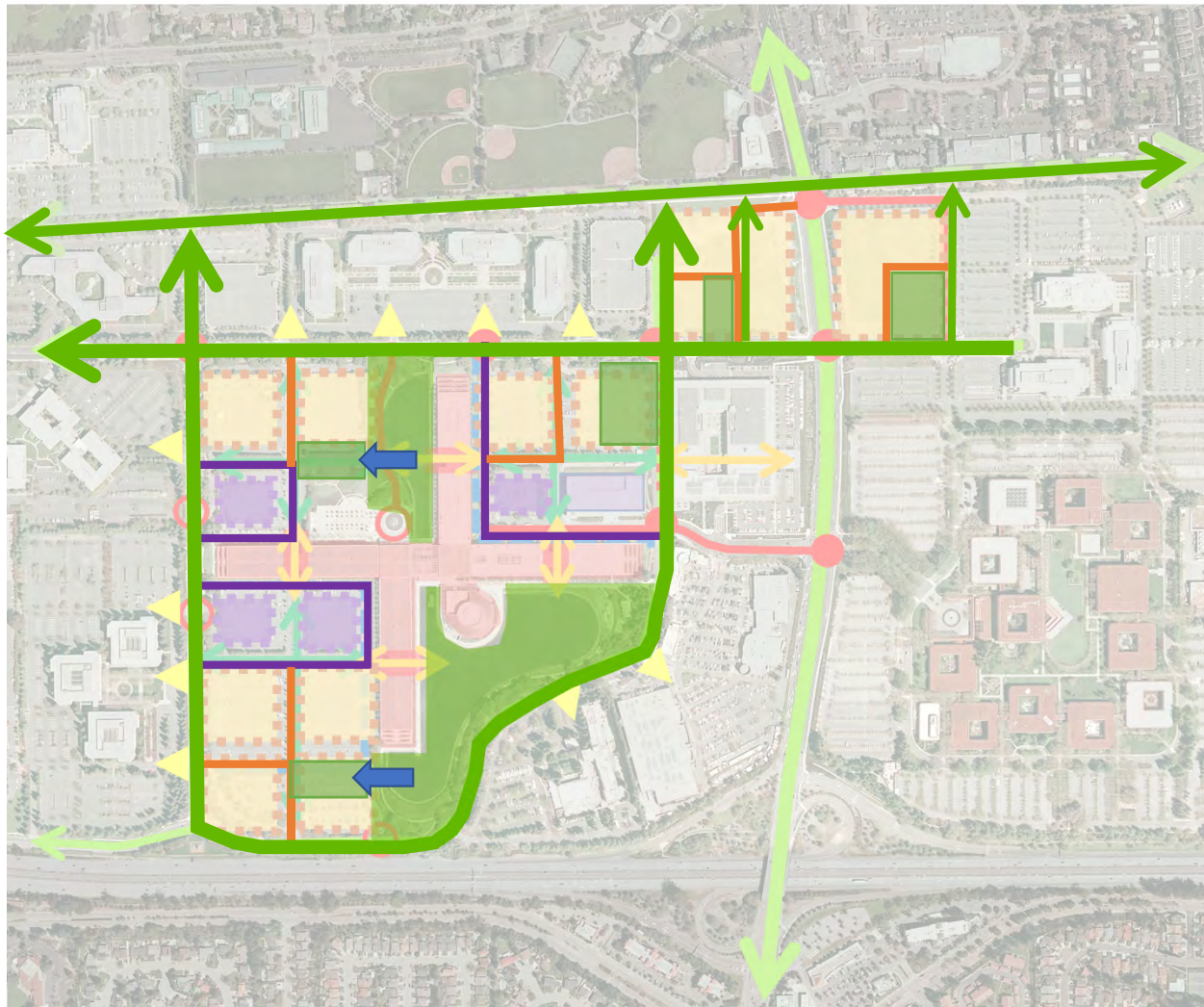
Portland 200'














-  Street
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-  New Parking Garages
-  Development Sites

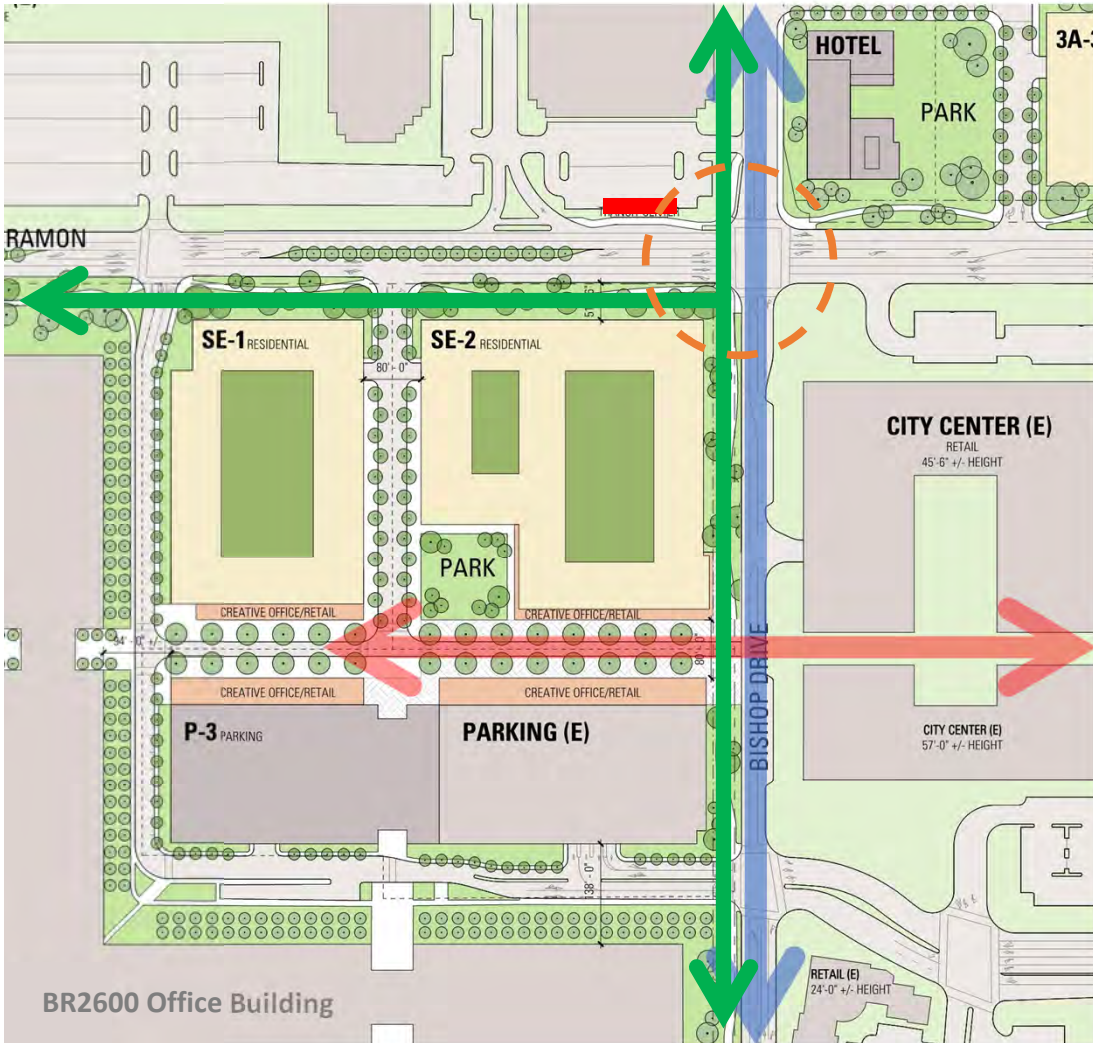
- Access
- Parks
- Building Types





-  Street
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- Access
- Parks
- Building Types



Gramercy Park - 2 AC
New York, NY



Healdsburg Plaza – 1.5 AC
Healdsburg, CA

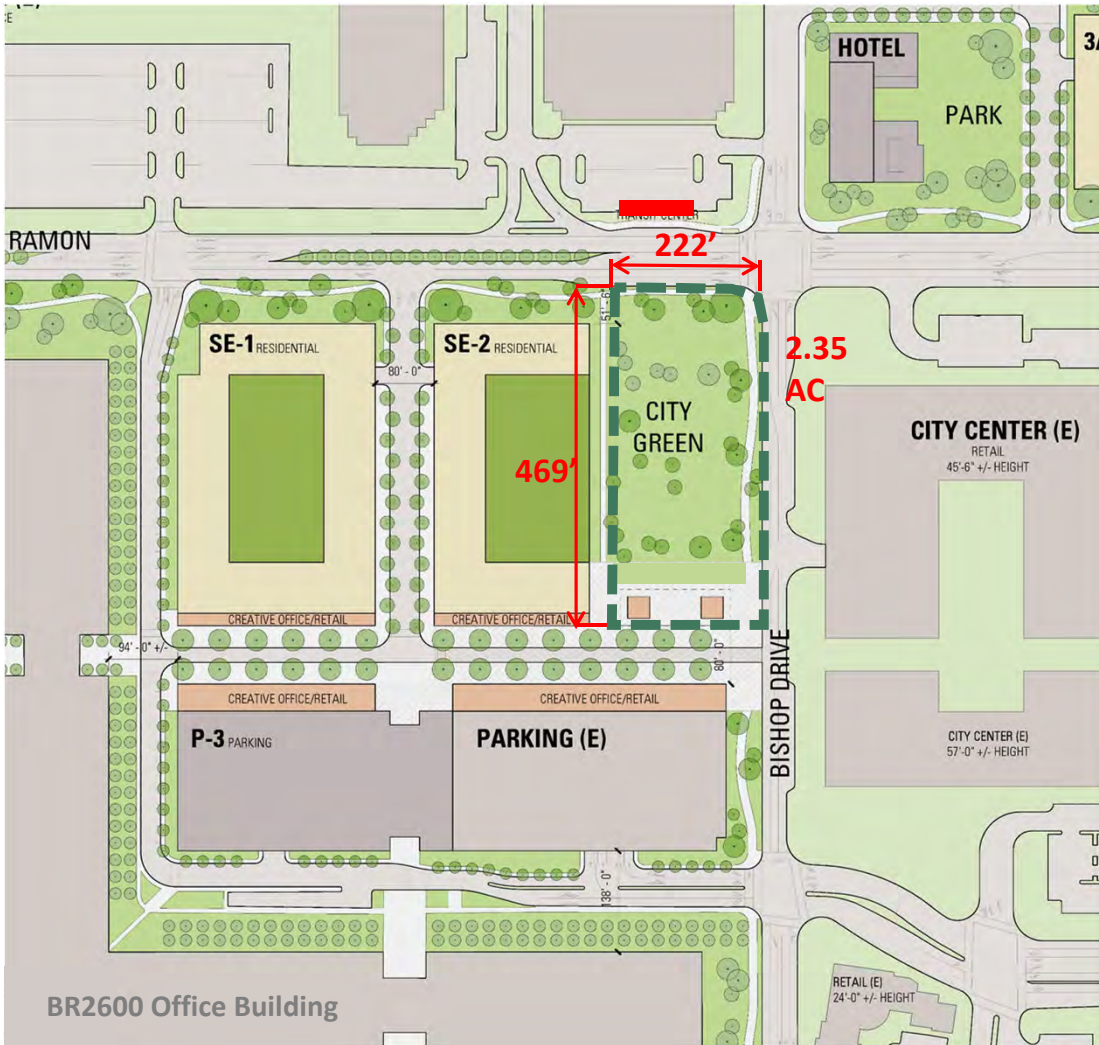


Mill Valley Square - .92 AC
Mill Valley, CA

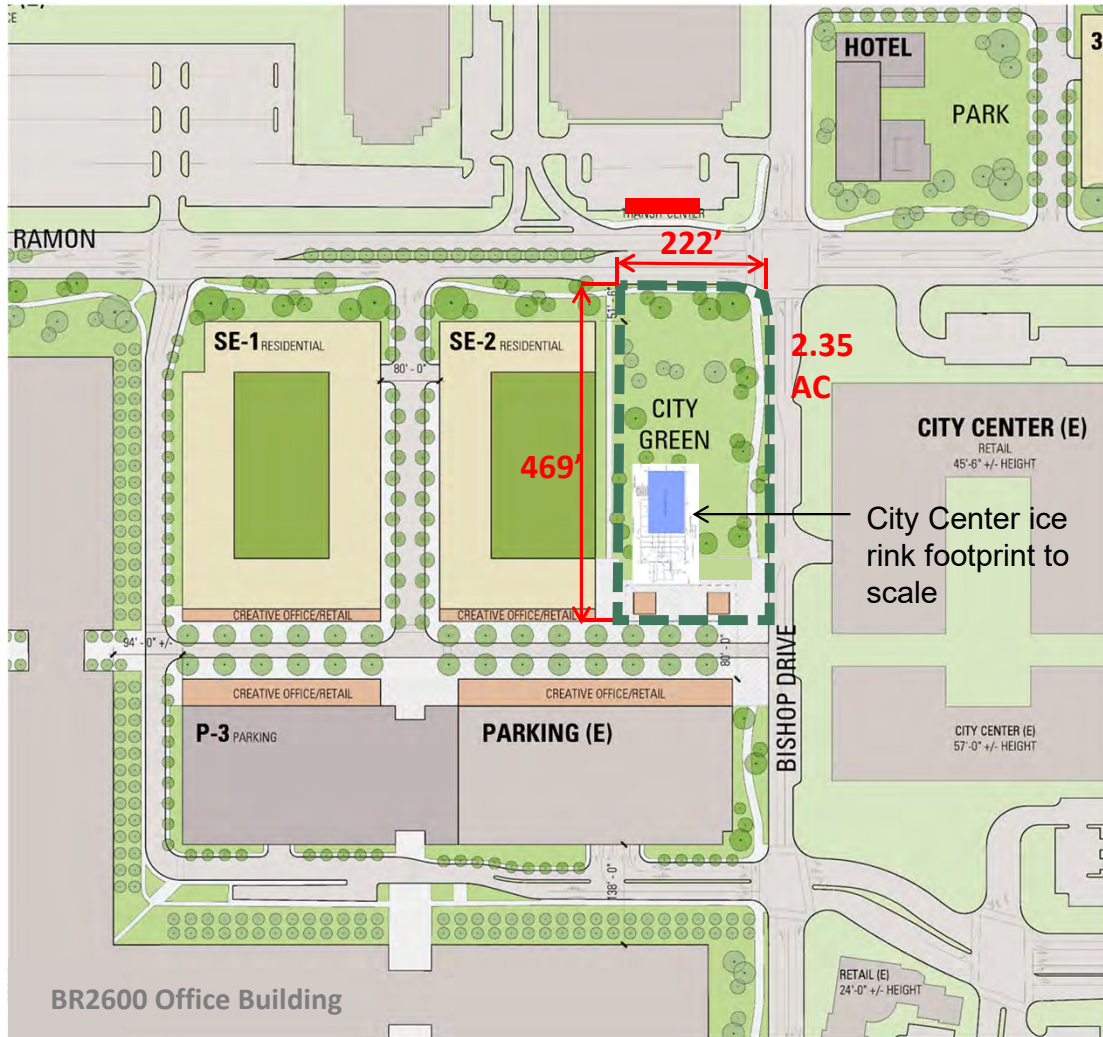


Todos Santos Park – 2.5 AC
Concord, CA

- Range in size from 1 to 2.5 Acres
- Activated by retail uses adjacent
- Bishop Drive pedestrian scale street
 - Parkway access
 - Activated by City Center retail
 - Hotel lobby
 - Transit Hub



Gramercy Square Park, NYC



Community Events



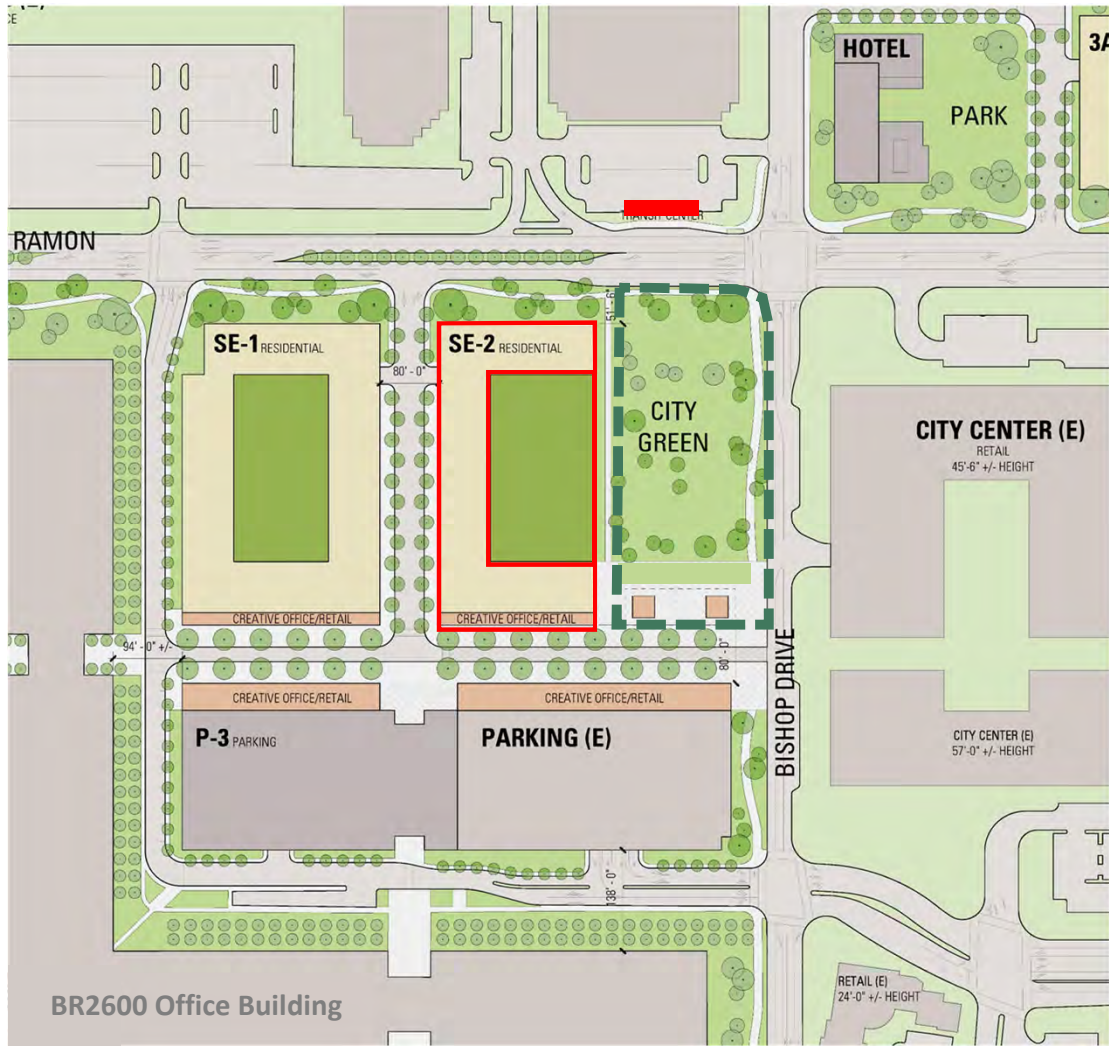
Farmer's Market



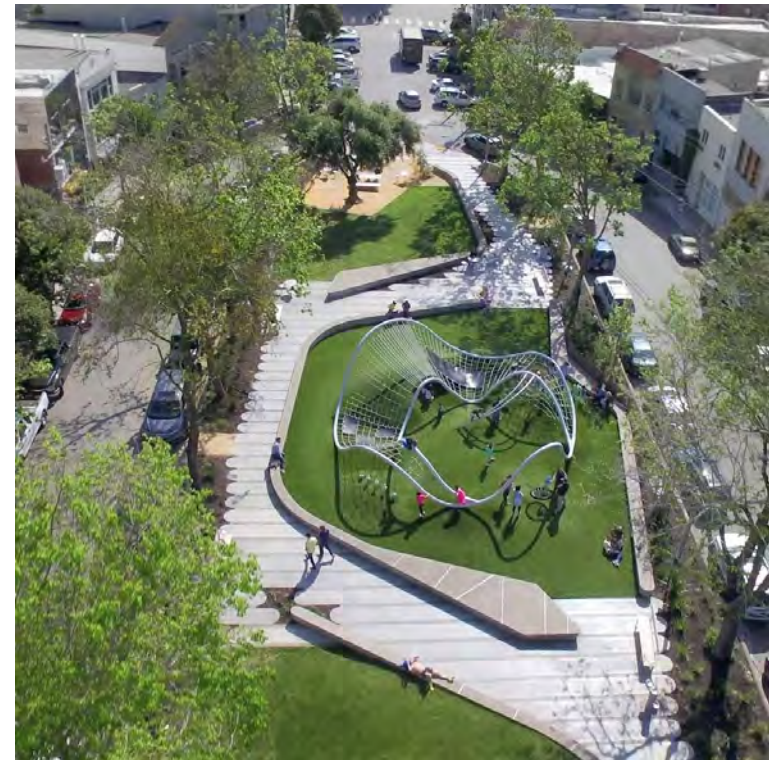
Ice Rink



Pavilion Retail









Water Feature



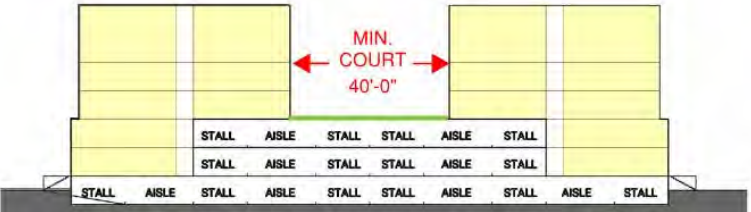
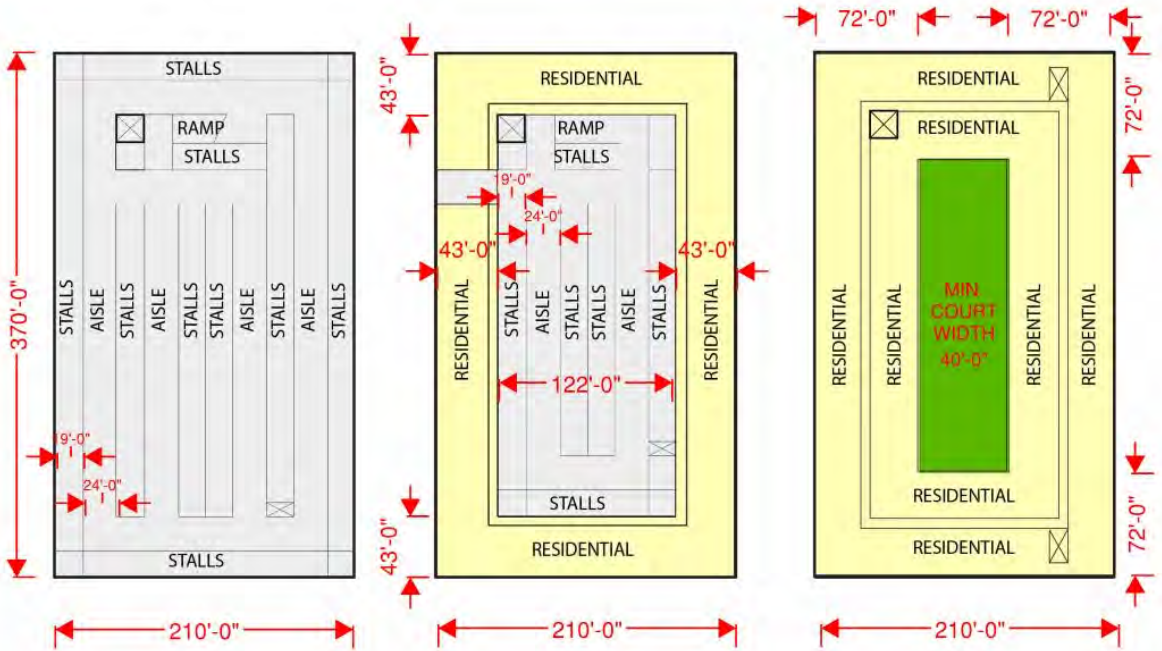
Function Lawn



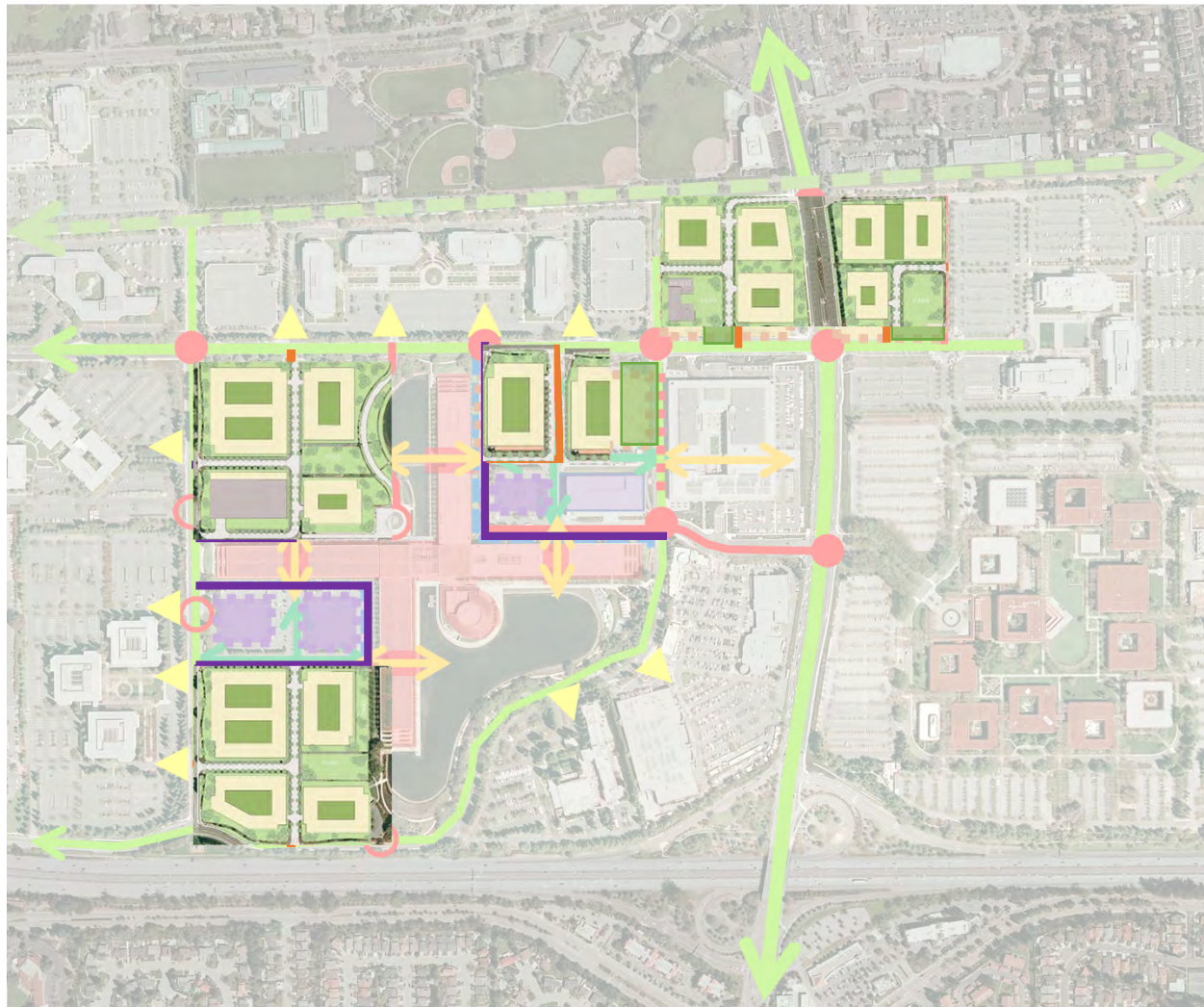
Gravel Seating Area














Deck and Play Equipment



- Self park
- Footprint of building governed by dimensions of parking bays
- “Podium” buildings
- 5 – 7 stories
- “Double loaded” corridors
- Single loaded residential units to screen garage



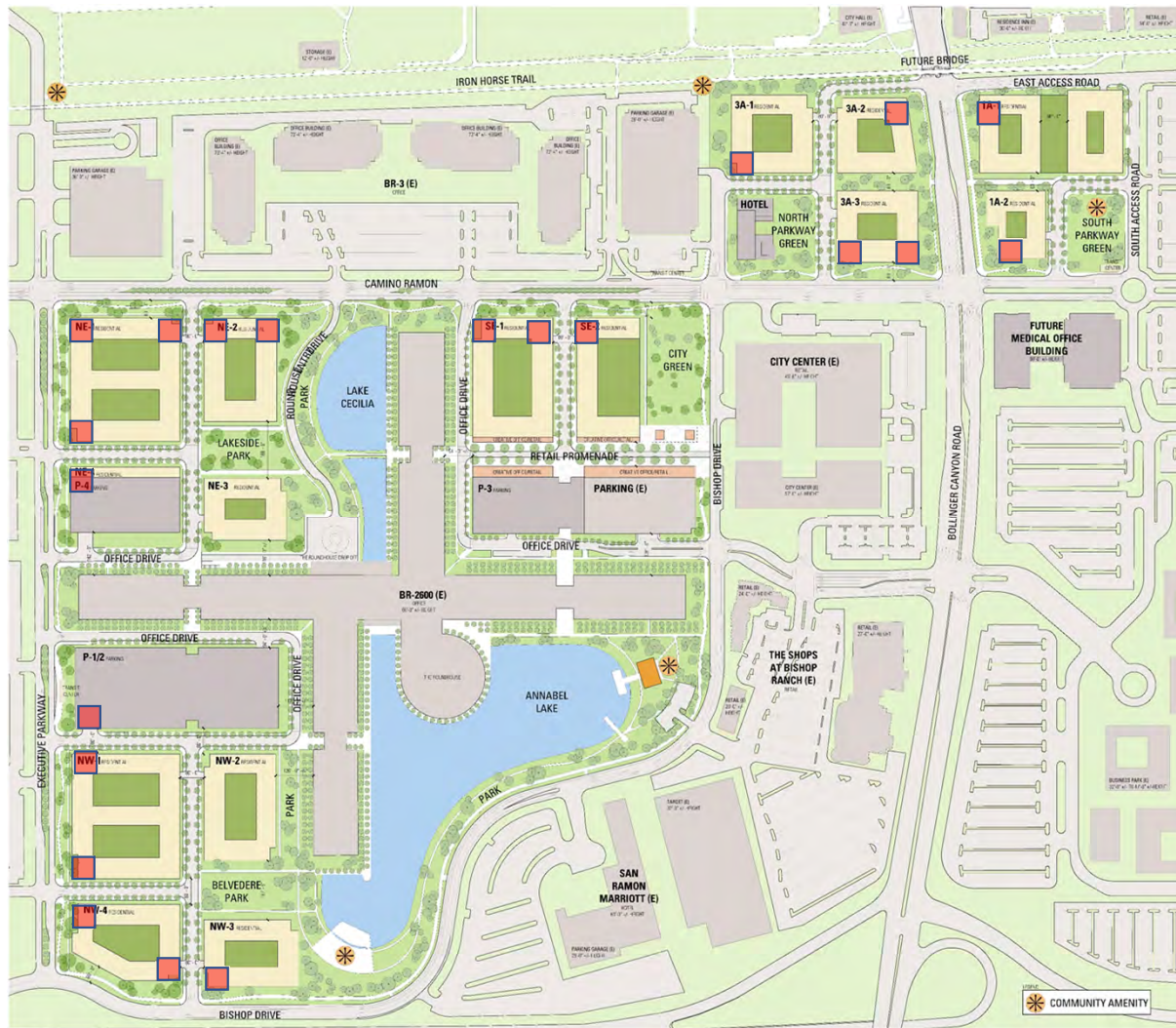
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-  Pedestrian Walk
-  Existing Building
-  Existing Parking Garage
-  New Parking Garages
-  Residential Site

- Access
- Parks
- Building Types



- Does not work with existing circulation
- Does not relate to existing office buildings and parking structures
- Does not create the park spaces we envision
- Creates small residual landscape spaces
- Access drives to garage difficult
- Building do not work together to shape space
- Suburban concept







Storrow Drive, Boston

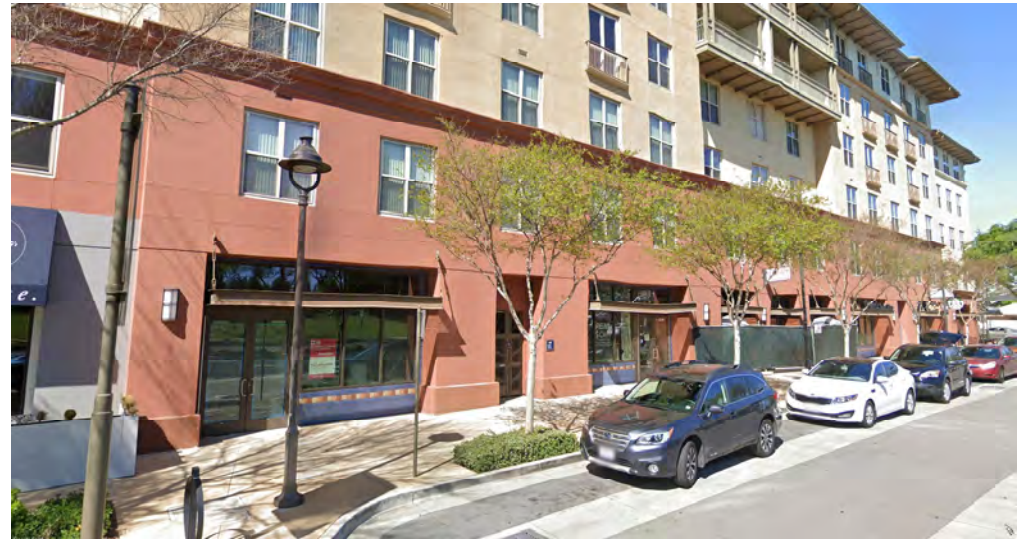
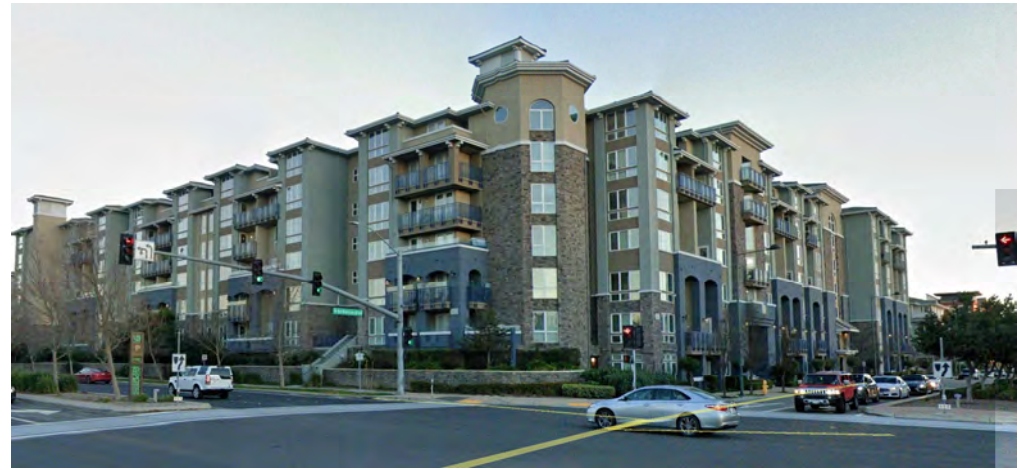
Bollinger Concept Sketches

Master Plan Principles – Bollinger



View East on Bollinger



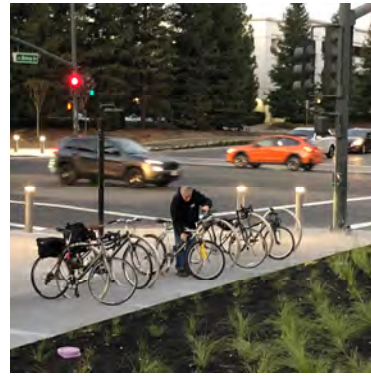


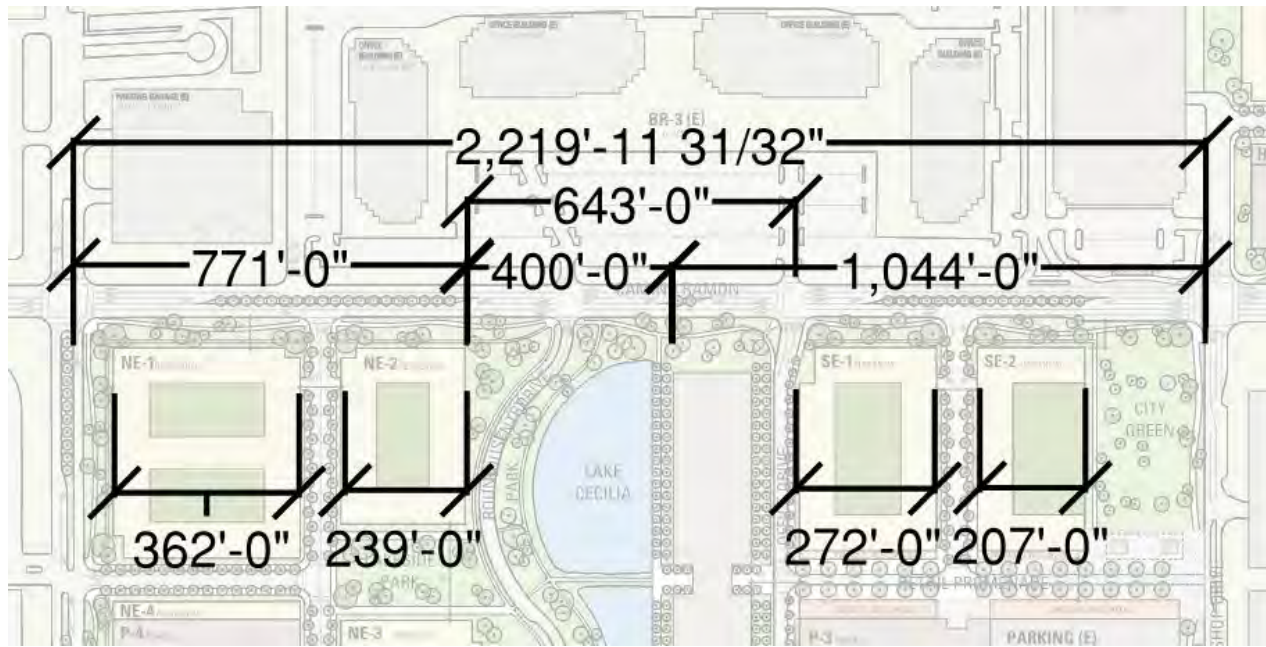


View North on Camino Ramon

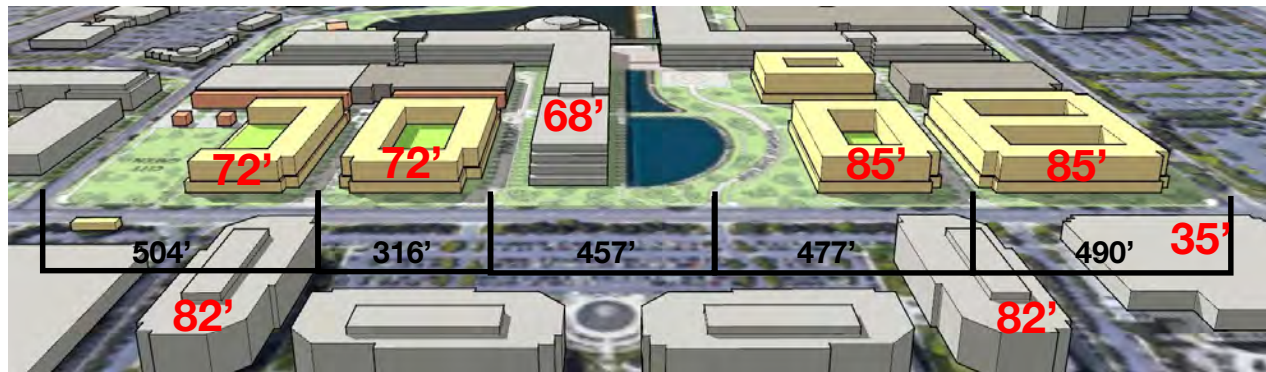


View North on Camino Ramon

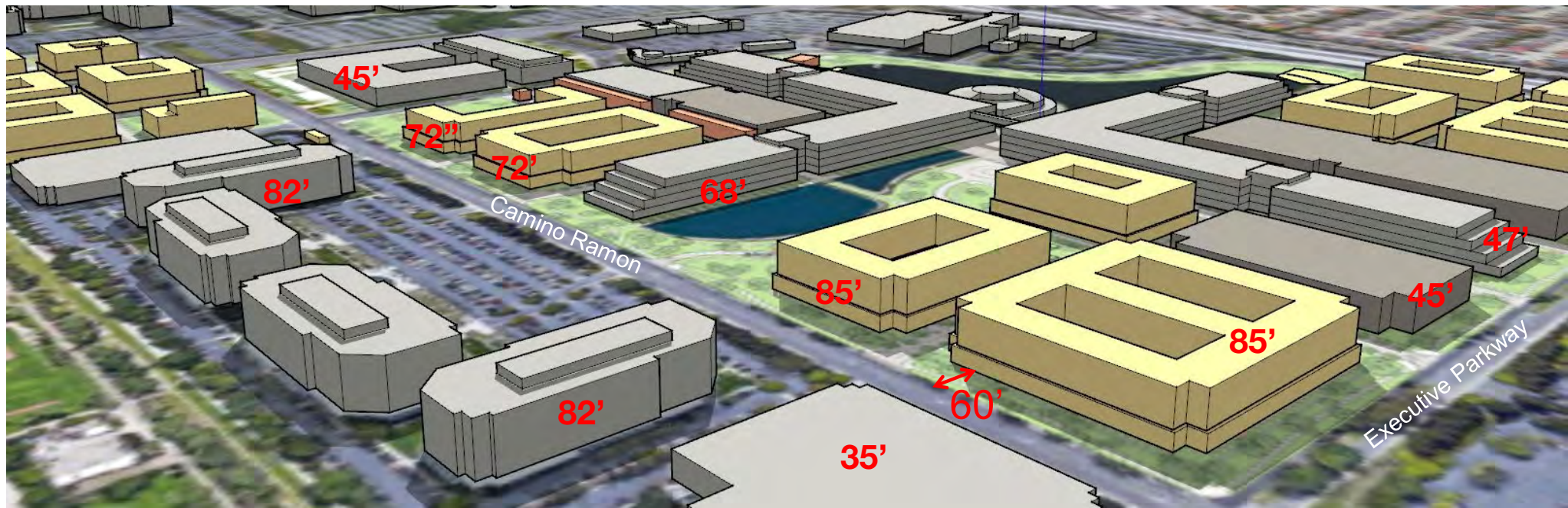




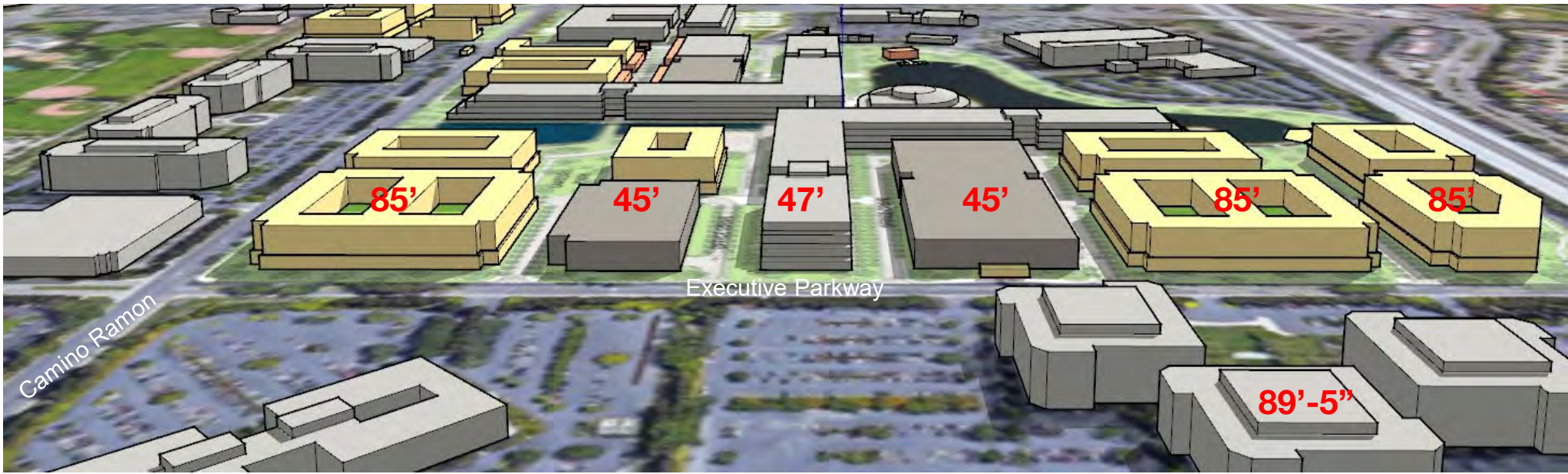
Residential buildings behind Parkway



Homes adjacent to Parkway



Southwest View Across Camino Ramon



South View Across Executive Parkway

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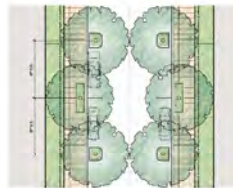


Figure 1.2.2 Neighborhood Street - with Aerial Axioms



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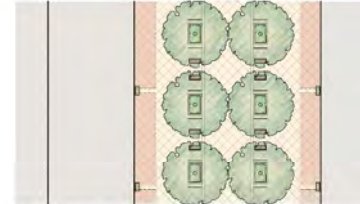


Figure 2.3.3 Partial Promenade - Southern Pedestrian Avenue Extension



2.3 BR 2600 Southeast Neighborhood

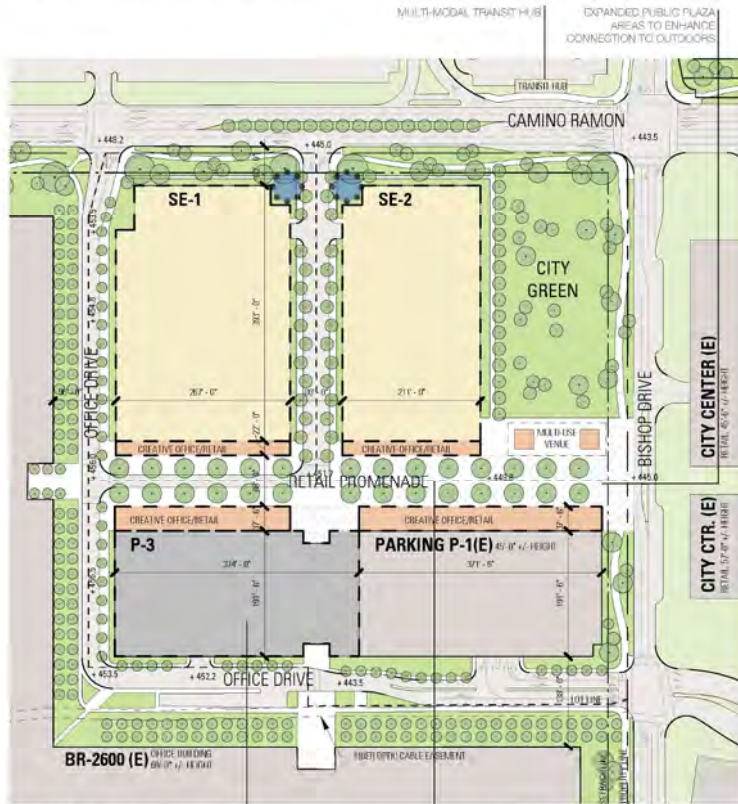


Figure 2.3.1 BR 2600 SE Neighborhood



1.2 Neighborhood Streets

The Neighborhood streets connect to the broader community street system and provide access to each of the individual neighborhoods. The neighborhood street system establishes the organizational structure, connectivity and open space for each of the five CityWalk neighborhoods. These streets should be designed to:

- Create landscaped entries into each neighborhood that are welcoming, create a gracious arrival and express neighborhood character.
- Create streetscapes that provide landscape continuity and identity with a unified expression of a strong sense of place.
- Accommodate individual unit access and private open space adjacent to the sidewalk.
- Respond to the solar orientation of the street.
- Create a sense of visual continuity and pedestrian access through existing office buildings and future parking structures.
- Provide parking access for both residents and office employees.
- Preserve the existing landscaping, berms and trees adjacent to BR 2600 to the greatest extent possible.
- Provide for emergency vehicle access where required by the San Ramon Valley Fire Department.

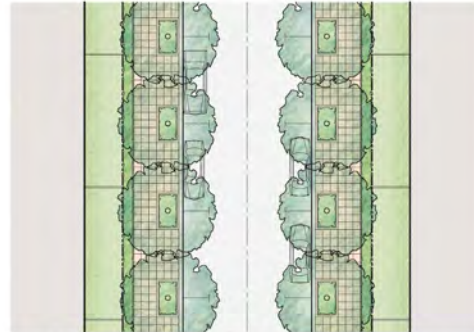


Figure 1.2.1 Neighborhood Street - Non Aerial Access

Specific Dimensional Criteria

Typical Street Types

Within the neighborhoods there are multiple street types with two types typical to all neighborhoods. (See figure 2.0.2 for street type locations.)

The first type, Residential Access streets, are 86'-0" minimum between buildings, consisting of a 66'-0" minimum width plus minimum 10'-0" wide landscaped setbacks on both sides. These streets are designed with a narrower roadway for slower moving vehicular access while still accommodating non-aerial fire apparatus and generally run north/south. Reference figure 1.2.1 for conceptual street section.

Qualitative Design Objectives

1.10 Tree and Plant List

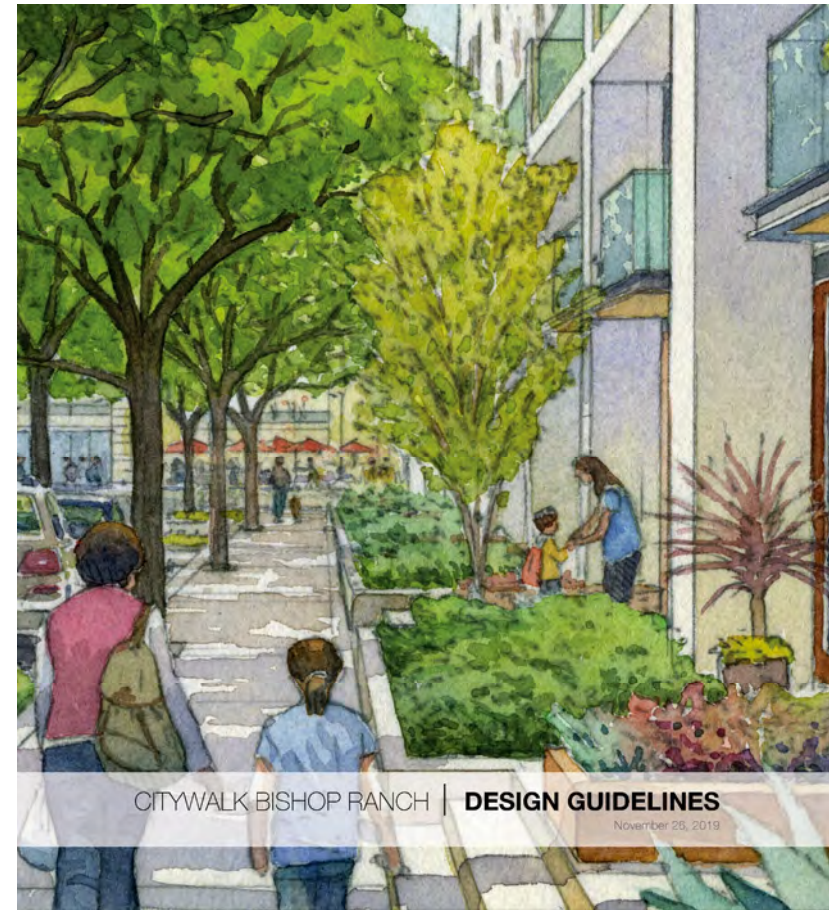
Trees and Plants	Medians	Parkway Trees	Parkway Setbacks	Street Trees	Park Trees	Fruit Trees in Parks, Greens & Rooftops
Afrocarpus falcatus						
Araucaria heterophylla						
Arbutus unedo						
Brachycton acerifolius						
Brachycton discolor						
Brachycton populneus						
Cedrus atlantica						
Cedrus atlantica glauca fastigiata						
Cedrus deodara						
Celastrus speciosa						
Cercis canadensis						
Corymbia citriodora						
Enicobotrya japonica						
Eucalyptus nicholii						
Fraxinus americana						
Fraxinus uhdei						
Ginkgo biloba						
Grevillea robusta						
Jacaranda mimosifolia						
Koeleria elegans						
Lagerstroemia indica "Natchez"						
Lagerstroemia indica Natchez						
Laurus nobilis						
Liquidambar styraciflua						
Liriodendron tulipifera						
Laurus nobilis						
Liquidambar styraciflua "Burgundy"						
Liriodendrum tulipifera						
Metaleuca mesophila						
Metaleuca quinqueveria						
Olea europaea						
Persea americana						
Pinus canariensis						
Pinus pinea						
Pinus torreyana						
Pistache chinensis						
Platanus acerifolia						
Platanus acerifolia (Columbia)						
Platanus racemosa (Roberta)						
Punica granatum						
Pyrus calleryana						
Quercus agrifolia						
Quercus engelmannii						
Quercus hypoleucoides						
Quercus rober						
Quercus rugosa						
Quercus suber						
Quercus virginiana						
Taxodium distichum/mucronatum						
Tilia tomentosa						
Tipuana tipu						
Tipuana tipu						
Ulmus parvifolia						
Umbellularia californica						
Umbellularia californica						
Washingtonia robusta						

NOTE: This tree and plant list is subject to change, with additions and removals anticipated in response to changing urban and environmental conditions, plant pests and disease and nursery availability.





Master Plan



CITYWALK BISHOP RANCH | DESIGN GUIDELINES
November 26, 2019

- Site Development Permit process for each phase including ARB review

Master Plan and Design Guidelines