

**Appendix J:
Proposed Specific Plan Amendments**

THIS PAGE INTENTIONALLY LEFT BLANK



North Camino Ramon Specific Plan Proposed Amendments

April 21, 2021

1. Revise text on page 1-2 to reflect the future development of the CityWalk project:

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

2. Revise Policy VIS-3.5 to require compliance with the City's inclusionary housing ordinance:

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

~~The goal of the policy is to achieve the minimum 15% must-build requirement for affordable housing. Allowing an alternative affordable housing program is recognition that each projects has unique circumstances and is consistent with General Plan Implementation Policy 11.1 I 4 that allows the City to negotiate for appropriate affordable housing units based on the project conditions and type of housing units.~~

3. Revise text on page 3-10 to clarify that mixed use is not required in Multifamily Residential areas:

MULTIFAMILY RESIDENTIAL

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

4. Remove the description of Bishop Ranch Office on page 3-12, unless the City prefers to reserve the designation for future use in other areas of the Specific Plan.

5. Revise Figures 3.4, 6.1, 8.1, 8.5, 9.2, 9.4, 9.6 and 11.1 to remove Streets E and F, consistent with the proposed project.
6. Revise Figure 3.5 to show the location of the Residential Park and a linear open space consistent with the proposed project.
7. Revise Figure 4.2 to redesignate the project site as MDR (Mixed Density Residential), and remove the reference to BRMU (Bishop Ranch Mixed Use).
8. Remove the description of Bishop Ranch Mixed Use (BRMU) on page 4-6, and add a description of Mixed Density Residential (MDR):

Mixed Density Residential (MDR)

The primary vision for the MDR is for housing with a range of medium-high density product types, including condominiums, townhomes and small-lot single-family homes at densities from 14 to 30 units per acre. The District is intended to provide housing opportunities for the employees of Bishop Ranch and other major employers in the area, as well as support retail and restaurants in City Center and other commercial areas within walking distance.

9. Revise Table 4.3 to remove the reference to BRMU (Bishop Ranch Mixed Use) and designate permitted and conditionally permitted uses in the MDR (Mixed Density Residential) district. Designate Residential – Ground Floor, Residential – Upper Floors ~~Second floor (vertical mixed use)~~, and Live/Work as Permitted uses in the MDR district.
10. Revise the illustration of the Public Space Framework on page 5-3 and the illustration of the Park and Public Space Network on page 10-2 to show the location of the Residential Park and a linear open space consistent with the proposed project.
11. Revise Table 6.1 to clarify that the maximum Floor Area Ratio does not apply to residential-only projects and that the minimum residential density for the MDR (Mixed Density Residential) district is 14 Units per acre.

Floor Area Ratio:		
Maximum 0.70 average for project area.		Additional floor area may be allowed on individual parcel at the discretion of the Planning Commission based upon the criteria set forth in the Floor Area Ratios discussion in Chapter 4-Land Use. <u>Maximum Floor Area Ratio does not apply to the MDR district.</u>
Residential Density		
Mixed Use Districts: Minimum 20 Units per acre		For mixed use projects residential density must be calculated into the FAR calculation for the project.
MDR District: Minimum 14 Units per acre		

12. Revise the description of Block G on page 6-11 to include mixed density residential:

Encourage the consolidation of the Bishop Ranch offices in the specific plan area to this block, integrated with high quality, high density multifamily and mixed-density residential development.

13. Revise the illustration of conceptual development of Block G consistent with the proposed project:

- Show the location of the Residential Park and a linear open space along Camino Ramon consistent with the proposed project.
- Remove the references to retail uses along Camino Ramon.
- Show the location of private streets consistent with the proposed project.

14. Revise text on page 6-12 to be consistent with the proposed project:

Internal Streets:	Provide a new Street E from Camino Ramon. <u>For areas with retail or commercial use, provide new streets</u> Provide a new Street F linking Camino Ramon and Bishop Drive to increase circulation options and encourage future infill development on the adjacent Bishop Ranch 8 parcel.
Minimum Streetwall Heights:	35 feet <u>for commercial and mixed use</u>
Upper Floor Setbacks:	Daylight Plane Requirement
Public Spaces:	Park space adjacent to Executive Parkway <u>Street E East</u>
Applicable Street Sections:	64-11a: Norris Canyon Road East <u>6-11b: Norris Canyon Road West</u> 64-13: Camino Ramon South 64-14: Park Commons South/Transit Center 64-15: Park Commons South 4-16: Street E East 4-17: Street F East <u>64-18: Service Corridor</u>

Special Features

- Active commercial storefronts and building entries are encouraged on Norris Canyon Road west of The Commons.
- Structured parking is strongly encouraged for commercial and mixed use

15. Redesignate street section 6-11 as street section 6-11a, applicable to the section of Norris Canyon Road west of the project frontage, and add a new street section 6-11b for Norris Canyon Road along the frontage of the proposed project. Revise the street section key on page 6-13 to match.

16. Add a description of street section 6-11b, applicable to the section of Norris Canyon Road along the project frontage, east of The Commons:

SECTION 6-11b: NORRIS CANYON ROAD EAST

West of The Commons, Norris Canyon Road will be widened slightly from its current width to accommodate a landscaped median to enhance the anticipated residential and resident-serving uses along its edge. On the north side of the street, active Active uses, ground floor entries to residential units and buildings, and upper floor balconies to bring life to the street environment will be strongly

encouraged to enhance the street's role of providing pedestrian access between nearby employment uses and The Commons.

Right-of-way: 74 feet

On-street parking: no

Bike lanes: yes

Sidewalk/Landscape Width: 20 feet

Flex Zone Min.: 15 feet for commercial and mixed-use projects; not required for residential projects

Min. Setback: 35 feet for commercial and mixed-use projects; 15 feet for residential projects

Max. Setback: 55 feet

Minimum first floor height: none

Minimum building height: none

Ground floor active uses: Yes for commercial and mixed-use projects; not required for residential projects

Comments:

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

17. Revise street section 6-13 and, consistent with the proposed project:

SECTION 6-13: CAMINO RAMON SOUTH

Camino Ramon South is envisioned as a combination of public spaces and mixed density residential use ~~a consolidation of the Bishop Ranch office uses in the specific plan area, combined with residential uses to enliven the area and~~ to support Bishop Ranch businesses, City Center, and The Commons commercial core. Due to the substantial grade differential between the curb and the minimum setback, flex zones and active uses other than pedestrian walkways are not feasible along the frontage. ~~along the frontage~~ Landscaped walkways, Active uses, ground floor entries to residential units and buildings, and upper floor balconies to bring life to the street environment will be strongly encouraged to enhance the street's role of providing pedestrian access between nearby employment uses and The Commons.

Right-of-way: Varies

On-street parking: no

Bike lanes: no

Sidewalk/Landscape Width: 20 feet

Flex Zone Min.: 15 feet Not required

Min. Setback: 35 feet for commercial and mixed-use projects; 25 feet for residential projects

Max. Setback: 55 feet

Minimum first floor height: None

Minimum building height: None

Ground floor active uses: Yes for commercial and mixed-use projects; not required for residential projects

Comments:

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

18. Remove street sections 6-16 and 6-17, consistent with the proposed project.

19. Revise text on page 6-32 to note that sidewalks are not necessary on minor private streets in residential-only areas:

Sidewalks, street trees, and planting strips are required along all streets in the Specific Plan Area, with the exception of minor private streets in the MDR district.

20. Revise the design guidelines for Multifamily Medium Density to include Mixed Density Residential; see text on page 7-15:

MULTIFAMILY MEDIUM DENSITY AND MIXED-DENSITY RESIDENTIAL

Multifamily Medium Density and mixed-density residential buildings occur in projects with densities generally ranging from ~~14~~ 20 to 40 units per acre, and may take many forms, generally determined by the site constraints and the manner in which parking is accommodated[.]

21. Revise the building design guidelines for Multifamily Medium Density to include Mixed Density Residential; see text on page 7-16:

Building Design

- Provide variety of unit plans and elevations to avoid repetition of identical facades and roof lines to express a sense of individual identity and visual interest.
- Design front elevations to emphasize entries, porches or other living areas. Projecting entries and porches, ~~with depths of at least six feet,~~ are encouraged as the primary front elevation element.
- De-emphasize garages and place parking to the rear of units whenever possible.
- Vary garage widths and setbacks for adjacent lots to minimize street frontages dominated by garage doors. Locate front-loaded garages behind the front elevation plane ~~with a minimum setback of 3 feet.~~ Limit garage frontage on ~~street-facing~~ facades facing public streets to a maximum of 50% of the house width.
- Facades should be well articulated with abundant architectural details representing a pedestrian scale. Examples include:
 - o Horizontal and vertical wall plane changes

- o Projecting porches and architecture elements
 - o Varied roof forms and orientations
 - o Bay windows and varied window sizes
 - o Roof dormers
 - o Material and color changes
 - o Applied decorative features.
 - Window glazing ~~Windows~~ should be recessed a minimum of 2 inches from the outside face of the wall. Window trim styles used on the front elevation should be consistent on all other elevations.
 - Materials and details used on front elevations should be carried around to all sides of a structure, with the exception of special materials and details used to enhance key elevations.
 - Provide a terminus at building tops using projecting cornices, roof overhangs or other architectural details.
 - Roofs may be either flat or sloped with variations in height and silhouette against the sky. Roof design should be considered in the context of adjacent developments.
- Revise the description of the Proposed Bicycle Circulation System on page 8-11, consistent with the proposed project:

Proposed Bicycle Circulation System

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

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

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

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

The bicycle circulation plan includes connections/transitions between two different types of facilities such as Class II bike lanes and Class I off-street paths where the bicyclist needs to shift from riding on the right side of the street to riding on an off-street path. This shift from one type of bike facility to another occurs on Street B at The Commons ~~and Street E between Camino Ramon and The Commons South.~~

22. Update the Table of Contents, the Glossary and the Index for internal consistency with the proposed amendments to the Specific Plan.
23. Any other amendments to the Specific Plan necessary for consistency with the proposed project.