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**REGULAR MEETING OF THE  
CITY OF CONCORD  
DESIGN REVIEW BOARD**

**Thursday, May 12, 2016  
5:30 p.m., Regular Meeting  
PERMIT CENTER CONFERENCE ROOM  
1950 Parkside Drive, Bldg. D**

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*Design Review Board Members*

Jack Moore, Chair

Kirk Shelby, Vice Chair

Ross Wells

Jason Laub – Planning Commission Liaison

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**AGENDA**

**PUBLIC COMMENT PERIOD**

**ADDITIONS/CONTINUANCES/WITHDRAWALS**

**CONSENT CALENDAR**

**A. [4/28/16 Meeting Minutes](#)**

**STAFF REPORTS**

- [Corridors Plan Update](#) (PL16153 – DR) – Project Planner: Joan Ryan @ (925) 671-3370**

**HEARINGS**

- [Kamyshin Minor Hillside Development](#) (PL15005 – DR) – Design Review for a 2,750 sq. ft. single-family residence on a 0.42-acre site at 3687 Treat Boulevard. The General Plan designation is Rural Residential; Zoning classification is RS-15 (Single-Family Residential 15,000 square foot minimum lot size); APN 130-230-044. **Project Planner: Joan Ryan @ (925) 671-3370****
- [Concord Village](#) (PL15438 – DR) – Design Review for a 230-unit apartment project with 2,966 sq. ft. of amenity space on a 2.3-acre site at 2400 Salvio Street and 2401 and 2471 Willow Pass Road. The General Plan land use designation is Downtown Mixed Use; zoning classification is DMX (Downtown Mixed Use). APN's: 126-083-011, -012, -013. **Project Planner: G. Ryan Lenhardt @ (925) 671-3162****
- [Multi-Family at 2400 Willow Pass Road](#) (PRE16001) – Design Review for a 171-unit apartment project on a 1.6-acre site at 2400 Willow Pass Road. The General Plan designation is Downtown Mixed Use; Zoning classification is DMX (Downtown Mixed Use); APN 126-082-008. **Project Planner: Afshan Hamid @ (925) 671-3281****

**BOARD CONSIDERATIONS/ANNOUNCEMENTS**

**STAFF ANNOUNCEMENTS**

**ADJOURNMENT**

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**NOTICE TO PUBLIC**

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No item will be considered for hearing after 9 P.M. Items remaining on the agenda will be rescheduled.

At the beginning of the meeting any items to be held over will be announced. The staff may bring up following this, any items on the agenda that are of a routine and non-controversial nature, and the chairperson may call for action on these items without further discussion if there is no opposition present at the meeting. Normal hearings will then proceed for the remainder of the agenda.

Staff will not provide written summaries of the Board's discussions on preliminary review or continued agenda items. Applicants should be prepared to take all necessary notes regarding the Board's comments, suggestions, and directions on projects, or schedule an appointment to review tape recordings of the meetings. For items resulting in a final action by the Board, action letters will be prepared by staff and distributed to the applicant.

Correspondence and writings received that constitutes a public record under the Public Records Act concerning any matter on this agenda are available for inspection during normal business hours by contacting the Planning Division, located at 1950 Parkside Drive, Wing D, Concord, CA. For additional information contact (925) 671-3152.

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In accordance with the Americans with Disabilities Act and California Law, it is the policy of the City of Concord to offer its public programs, services and meetings in a manner that is readily accessible to everyone, including those with disabilities. If you are disabled and require a copy of a public hearing notice, or an agenda and/or agenda packet in an appropriate alternative format; or if you require other accommodation, please contact the ADA Coordinator at (925) 671-3021, at least five (5) days in advance of the hearing. Advance notification within this guideline will enable the City to make reasonable arrangements to ensure accessibility.

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**NEXT DESIGN REVIEW BOARD MEETINGS:**

May 26, 2016

June 9, 2016

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**REGULAR MEETING OF THE  
CITY OF CONCORD  
DESIGN REVIEW BOARD**

**Thursday, April 28, 2016  
5:30 p.m., Regular Meeting  
PERMIT CENTER CONFERENCE ROOM  
1950 Parkside Drive, Bldg. D**

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**Board Members Present:** J. Moore, K. Shelby, R. Barbour, R. Wells  
**Board Members Absent:** J. Laub  
**Staff Present:** R. Lenhardt, F. Abejo, J. Ryan  
**Audience Attendance:** 5 people

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**SUMMARY MINUTES/ANNOTATED AGENDA**

*Chair Moore observed a moment of silence in remembrance of Peter Harmon.*

**PUBLIC COMMENT PERIOD – None**

**ADDITIONS/CONTINUANCES/WITHDRAWALS – None**

*The Board took the agenda out of order as follows: Staff Report item #2, Staff Report item #1, Consent Calendar, Hearing Item #1, and Hearing Item #2.*

**CONSENT CALENDAR**

**A. 4/14/16 Meeting Minutes**

**ACTION:** *Approved with changes, 3-0-1. (Wells motioned, Shelby seconded, Barbour abstained.)*

**STAFF REPORTS**

- 1. Veranda Shopping Center (PL16092 – DR) – Design Review to demolish an approximately 609,000 square foot office and construct an approximately 375,000 square foot shopping center on a 30-acre site located at 2001-2003 Diamond Boulevard. The General Plan designation is West Concord Mixed Use; Zoning classification is WMX (West Concord Mixed Use); APN 126-440-001. Project Planner: Frank Abejo @ (925) 671-3128**

**ACTION:** *No formal action was taken. The Design Review Board commented that the enhanced elevations addressed their previous comments.*

*Board member Shelby arrived at 5:41 p.m.*

2. **Yanni's Greek Restaurant (PL16153 – DR)** – Application for an exterior re-model of a 1,250 square foot existing building on a 3,480 square foot lot at 1950 Concord Blvd. The applicant is seeking exterior renovations only, no modifications are proposed to the parking and access. The General Plan designation is Downtown Mixed Use; Zoning classification is DMX (Downtown Mixed Use); APN's 126-052-019. **Project Planner: Afshan Hamid @ (925) 671-3281**

**ACTION:** *No formal action was taken. The Design Review Board recommended adding landscaping at the base of the larger storefront window.*

## HEARINGS

1. **Concord Toyota Façade Improvements (PL16051 – DR)** – Design Review to install a new façade and repaint the existing Concord Toyota building at 1090 Concord Avenue. The General Plan designation is West Concord Mixed Use; Zoning classification is WMX (West Concord Mixed Use); APN 126-324-006. **Project Planner: G. Ryan Lenhardt @ (925) 671-3162**

**ACTION:** *The Board provided the applicant with the following comments: 1) illuminate the side of the glass entry portal, 2) revise the drawings to show the red accent band wrapping the corners of the building, 3) show the stairwell (beyond) on the north elevation, 4) comply with local water use regulations, consider contacting the local water agency and have them perform a water audit, consider replacing the lawn with groundcover, 5) provide pictures of built examples of this architecture that show the red detail wrapping around the building.*

2. **Burger King @ 5450 Ygnacio Valley Road (PL16098 – DR)** – Design Review for proposed façade improvements to an existing 3,152 sq. ft. Burger King restaurant with drive-thru on a 3.33 acre property located at 5450 Ygnacio Valley Road. The General Plan designation is Neighborhood Commercial; Zoning classification is NC (Neighborhood Commercial); APN 120-270-066. **Project Planner: Joan Ryan @ (925) 671-3370**

**ACTION:** *The Board provided the applicant with the following comments: 1) Add planting areas where the outdoor patio is currently located and remove tables, extending planting near exit door (left side elevation) to discourage pedestrians from walking across drive-thru lane from parking area to the north; incorporate bike rack; 2) Continue planting along right side of drive-thru lane and install green screen with vines; 3) Provide roof over trash enclosure; 4) Provide photos of other local built examples of similar 20/20 style; 5) Clarify location of brick work (in other words, Is it just at entry or also at base of building?); 6) Dissimilar materials (for example block wall to stucco wall need off sets or connections clarified where transition occurs and some treatment. In addition, the Board was mixed in terms of the overall treatment of the building. Some Board members supported providing a cohesive appearance on all four sides of the building and removing the existing canopy. One Board member supported retaining the canopy, but indicated the applicant would need to study and determine the best way to transition the canopy at the corners of the building. The Board suggested a study session if the applicant is unsure of how to move forward to further study some options. The Board noted the site was very visible from a highly traveled intersection and that the rear of the building would be quite visible and therefore needed improved treatment.*

**BOARD CONSIDERATIONS/ANNOUNCEMENTS** – *Chair Moore stated he has not heard anything more about the passing of board member Harmon. Board member Barbour stated Mr. Harmon was an asset to the Design Review Board and will be missed.*

**STAFF ANNOUNCEMENTS** – *None*

**ADJOURNMENT** – *7:28 p.m. (4-0, Shelby motioned, Wells seconded.)*

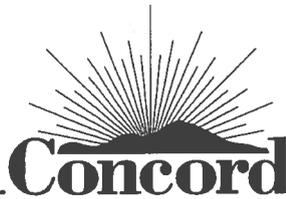
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**NEXT DESIGN REVIEW BOARD MEETINGS:**

May 12, 2016

May 26, 2016

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## REPORT TO DESIGN REVIEW BOARD

DATE: May 12, 2016

### I. GENERAL INFORMATION

**Project Name:** Downtown Corridors Plan Status Report

**Review Status:** In Progress

**Location(s):** Downtown Core (map attached)

### II. BACKGROUND

The Downtown Corridors Plan implements recommendations from the Downtown Specific Plan (2014) to improve access to pedestrians and bicyclists in the downtown. In early 2015, the City of Concord was awarded a Priority Development Area planning grant to prepare a Downtown Corridors Plan. Work was initiated on the project in August 2015 after ARUP was selected as the City's consultant for the project. Several outreach meetings were conducted to solicit public input on the project. As a result, the Corridors project team has designed and prepared conceptual streetscape drawings and designed guidelines to enhance three critical street segments or "corridors" along Oak, Grant and Salvio Streets.

On December 10, 2015, staff presented an update to the Design Review Board regarding the project. The Board expressed their support of the project concept and provided suggestions as noted in the annotated agenda, attached as Exhibit A. In response to the Board's comments, an implementation section has been added to the Design Guidelines, and Transportation staff has retained traffic consultant Fehr and Peers, to further examine potential options for the contra-flow bike lane on the one-block stretch of Grant Street, including looking at what other cities have done on similar one-way streets. In addition, the temporary uses section of the Design Guidelines now provides for short-term transportation options along Grant St. and Salvio St., such as bike taxis or pedi-taxis.

### III. DISCUSSION

The scope of work was finalized and the community outreach was initiated in September 2015, including meetings with two community interest groups, an accessibility task force, transit agencies, and public meetings held on November 2, 2015 and February 10, 2016 along with additional stakeholder meetings on April 25 and May 5, 2016 to obtain input. The project is in the process of finalizing the following tasks:

Task 4: Design Guidelines

Task 5: Conceptual Design Development of the three Corridors

Since December, the consultant team has completed five scheduled technical advisory committee meetings with staff representing the various City departments to ensure compatibility with the

ongoing efforts of the various departments. An Existing Conditions report was finalized and the Draft Design Guidelines were completed. All are also posted to the City's project web page.

The project team is finalizing Tasks 4 and 5, preparing conceptual design development streetscape plans for the three street segments and the Design Guidelines for streetscape and intersections, street furniture options, storm water facilities, pop-up/temporary uses and accessibility guidelines. A draft of the Design Guidelines (April 2016) has been prepared and is attached (Exhibit B-1).

### *Outreach and Schedule*

Staff and the consultant have hosted a variety of community outreach and coordination meetings to date, including those summarized below. In addition, staff has implemented a webpage specific to the project at: <http://www.cityofconcord.org/page.asp?pid=7011>

#### 2015

- Sept. 15 - Community Interest Group (Developers)
- Sept. 15 – Bike/Ped. Interest groups/Non-profits
- Sept. 16 – BART and County Connection
- Sept. 21 – Accessibility Task Force
- Nov. 2 – Public Outreach meeting (Existing Conditions)

#### 2016

- Feb. 10 – Public Outreach meeting (Design Guidelines)
- April 25 – Bike Advocates
- May 5 – Workshop with Bike, Pedestrian & Safe Routes to Transit Plan, Downtown Bike Lanes Project, and Downtown Corridors Plan

The Corridors Plan is scheduled to be completed by July 2016, with a public review draft available by end of May. The plan is scheduled for formal review and approval by the Planning Commission and City Council in July.

The summary meeting minutes from the November 2, 2015 public outreach meeting is attached as Exhibit B and can be summarized as follows:

- Improving bicycle facilities are a priority.
- Designing bike lanes and walkways for greater safety is important.
- Street furniture should be unique and consistent.
- Community members support narrowing Grant Street.
- Greater connectivity between Todos Santos Plaza and nearby destinations would activate downtown.

Summary meeting minutes from the February 10, 2016 meeting are summarized below (Exhibit C):

- Building high quality bicycle facilities is a top priority.
- The pedestrian environment downtown should be made more inviting.
- On-street parking can be relocated to act as a screen to protect bicyclists and pedestrians.
- Enhancing the vibrancy of Todos Santos Plaza is a priority.

### *Conceptual Design Plans*

The conceptual plans have been broken into four zones, with plans attached as Exhibit D. Improvements can be summarized as follows:

#### *Salvio West – located between Broadway and Galindo Street*

- Widening of the sidewalk on north side, a mid-block crossing (with rapid-flashing beacon), buffered bike lanes, addition of bus shelters, addition of curb bulb outs, and pedestrian lighting.

#### *Todos Santos Plaza – Salvio St. between Galindo St. and Grant St. and Grant St. east side of Plaza*

- Addition of bike sharrows on Salvio Street, addition of a contra-flow bike lane on Grant Street, addition of pavers along edge of Todos Santos Plaza, and addition of landscaping, green infrastructure (rain gardens), and pedestrian lighting.

#### *Central Grant – between Willow Pass Road and Oak Street at BART*

- Addition of buffered bicycle lanes, bike box at Willow Pass Road, addition of curb bulb out at Concord Blvd. (sw), replacement of decomposed granite with pavers, addition of pedestrian lighting and high visibility crosswalks.

#### *Oak Street/BART Access – between Galindo St. and Grant St.*

- Addition of buffered bike lanes on Grant Street and Oak Street, addition of parking south side, addition of pedestrian improvements on south side (at development parcel by eventual developer), replacement of decomposed granite with pavers and plantings, and addition of pedestrian lighting.

Staff will be providing a status update to the City Council on May 10, 2016 and will update the Board regarding those discussions, during the Board's meeting. Staff will need to pursue grant funds in order to implement the Corridors Plan and continues to coordinate with the following on-going projects, including: 1) Central Concord Streetscape Project; 2) Downtown Bike Lanes Project; 3) Bicycle, Pedestrian & Safe Routes to Transit Plan; and 4) Salvio Pacheco Streetscape Improvements.

### *Todos Santos Design Guidelines*

A separate effort being undertaken by staff is the preparation of the Todos Santos Design Guidelines, which will provide guidance to property owners, developers, staff and the Design Review Board, as to the development of private properties within the core downtown. On May 31, 2016, staff is tentatively scheduled to present a 30% progress draft to the City Council for discussion, with the goal of creating more specific architectural guidelines to facilitate architecture reflective of California's history within the Downtown's inner core area. The Corridors project team continues to work closely with City staff preparing the Todos Santos Design Guidelines to coordinate timing and design efforts.

## **IV. RECOMMENDATION**

Staff is bringing this item forward for informational purposes. Although there is no recommendation requested from the Board at this time, comments are welcome.

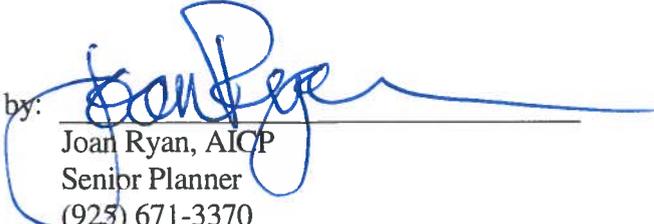
## DOWNTOWN CORRIDORS PROJECT STATUS REPORT

May 12, 2016

Page 4

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Prepared by:



Joan Ryan, AICP

Senior Planner

(925) 671-3370

Joan.ryan@cityofconcord.org

### Exhibits:

- A- Downtown Corridors Plan - Draft Design Guidelines, dated April 2016.
- B- Summary comments from November 2 public meeting
- C- Summary comments from February 10 public meeting
- D- Conceptual Designs for Salvio Street, Grant Street and Oak Street

16sdrb.043



# Downtown Corridors Plan Design Guidelines



REVISED - DRAFT - April 2016

EXHIBIT A

# Acknowledgements

## **PROJECT TECHNICAL ADVISORY COMMITTEE**

Joan Ryan, Senior Planner, *Project Manager*  
Mario Camorongan, Senior Civil Engineer, CIP  
Justin Ezell, Director of Public Works  
Afshan Hamid, Senior Planner  
Ray Kuzbari, Transportation Manager  
Ryan Lenhardt, Senior Planner  
Andrew Mogensen, Principal Planner  
John Montagh, Economic Development and Housing Manager  
Russ Norris, Police Sergeant  
Robert Ovadia, City Engineer  
Jeff Rogers, Associate Civil Engineer, CIP  
Laura Simpson, Planning Manager  
Florence Weiss, Downtown Manager

## **CONSULTANT TEAM**

Arup, *Lead Consultant*  
Vallier Design Associates  
Architecture for the Blind

# Downtown Corridors Plan

## Design Guidelines

DRAFT

- 1. Introduction . . . . . 1**
- 2. Opportunities . . . . . 3**
- 3. Streetscape Design Guidelines . . . . . 4**
  - 3.1 Zones . . . . . 5
  - 3.2 Components of the Street. . . . . 15
- 4. Pop-up and Temporary Use Guidelines. . . . . 36**
- 5. Accessibility Guidelines . . . . . 42**
- 6. Implementation . . . . . 46**





Todos Santos Plaza

# 1 Introduction

Concord envisions a lively, pedestrian- and bike-friendly downtown area, with shops, restaurants, and events in Todos Santos Plaza. The Plaza is currently very welcoming and surrounded by successful retailers. In the future, the area around the Plaza—connecting to BART and other key community destinations—could be a much more pleasant place to stroll, to bike, and to visit. Such a transition requires streetscape design that is both comprehensive and responsive to the unique downtown character.

Building on the community's vision as set forth in the Downtown Specific Plan (adopted in 2014), this Downtown Corridors plan aims to enhance the pedestrian environment in the downtown area. The plan focuses on three study corridors that form the eastern half of the 'green frame' conceptualized in the Specific Plan: Oak Street,

Grant Street from Oak Street to Salvio Street, and Salvio Street from Grant Street to Broadway.

Concord has long planned for a more urban, mixed-use environment around the BART station and Todos Santos Plaza. The mixed-use zoning designations that pre-dated the Specific Plan are not sufficient to transform the area, to make it apparent to passengers arriving at the Concord BART station that they are in a downtown, pedestrian-friendly environment and that Todos Santos Plaza is very nearby. With zoning in place to encourage private development, the City's main focus in this study is redesigning and transforming the public right-of-way to support the kinds of residential, retail, and employment-generating development envisioned for the area.

This document provides design guidelines for the three study corridors. The guidelines are intended to support the vision established in the Downtown Specific Plan, building upon the opportunities and constraints identified in the plan's Existing Conditions report for the study (published in November 2015). The first opportunity identified in the report is to "use coordinated design and other approaches to establish a sense of place for the three corridors as part of an overall strategy to implement the Downtown Specific Plan." Other

opportunities provide more specifics, which these guidelines are intended to document as direction for physical changes to the three study corridors.

These guidelines express a cohesive vision supported by the community, business- and property-owners, and decisionmakers. They provide direction to City staff members charged with improvements to the public right-of-way, while retaining a modest level of flexibility to respond to changing conditions. While the focus is on the three study corridors, many of the components of the street identified in these guidelines could readily be applied to other streets in the vicinity of Todos Santos Plaza. The corridor design guidelines for public space will also intersect with the design guidelines currently underway for the private realm in the vicinity of Todos Santos Plaza.

The next step of this plan is to prepare conceptual designs for the public right-of-way along the three study corridors, furthering these design guidelines. The designs will provide enough detail for the City to seek funding for implementation, moving closer to implementation of the Downtown Specific Plan.



Salvo Street sidewalk

## 2 Opportunities

The three study corridors present a range of opportunities to reflect the community's vision for the Downtown Area. This vision was expressed through the Downtown Specific Plan and builds on the success of Todos Santos Plaza.

These guidelines are in turn guided by the opportunities found in the Existing Conditions report, as follows:

1. Use coordinated design and other approaches to establish a sense of place for the three corridors as part of an overall strategy to implement the Downtown Specific Plan. Street design must be complementary to BART plaza design and address the current inconsistent character, which does not contribute to a sense of place in the Downtown.
2. Build upon Todos Santos Plaza's current range of successful programming to encourage a wide array of activities in the Downtown and along the three study corridors; this includes events requiring temporary street closures.
3. Improve sidewalks for accessibility and safety.
4. Implement low-impact landscaping and stormwater features to reduce water runoff, reduce maintenance, and plan for anticipated stormwater regulation changes.
5. Improve pedestrian crossings, such as restriping and resurfacing.
6. Enhance safety, security, cleaning and landscape maintenance throughout the Downtown area, including the three study corridors.
7. Activate Grant Street with amenities and activities to improve connection to BART station.
8. Establish a downtown shuttle to connect BART, Todos Santos Plaza, Park-and-Shop, Sun Valley Mall, and other key destinations via free or low-cost, easy-to-use transit service.
9. Investigate the reconfiguration of Oak Street along the City's Successor Agency parcel (property southwest of the BART station) to improve walking and cycling connections to residents and amenities across Galindo Street.
10. Capitalize on the Downtown's appeal as a citywide cycling destination by ensuring it is a well-connected node in Concord's bicycle network and creating a cohesive approach to cycling within the three corridors, consistent with the findings of the Bicycle, Pedestrian, and Safe Routes to Transit Plan.
11. Work with County Connection to provide additional bus shelters and other street furniture designed to improve the experience of transit riders.
12. Coordinate the design of both the public and private realms, considering the local context and the Todos Santos Design Guidelines.

# 3 Streetscape Design

The Salvio, Grant, and Oak Street corridors in the future will be safe and welcoming public spaces that encourage travel throughout the Downtown Area.

The street design guidelines serve as a guide to future streetscape improvement projects in the public right-of-way. The guidelines consist of two parts: a description of the four unique 'zones' along the study corridors, and a 'toolkit' of streetscape elements that are appropriate for use in the different zones. Each zone has a different set of key elements; not all elements are appropriate for use in each zone.

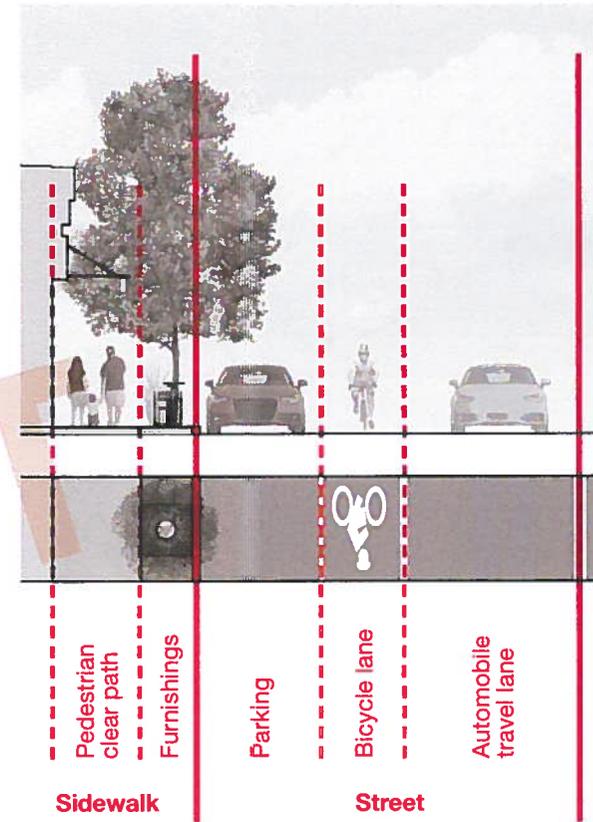
The guidelines address both the street and sidewalk realms, which each consist of several parts.

### Street realm

- Parking
- Bicycle lane
- Automobile travel lane

### Sidewalk realm

- Pedestrian throughway, or 'clear path'
- Furnishings and landscape



Components of the street

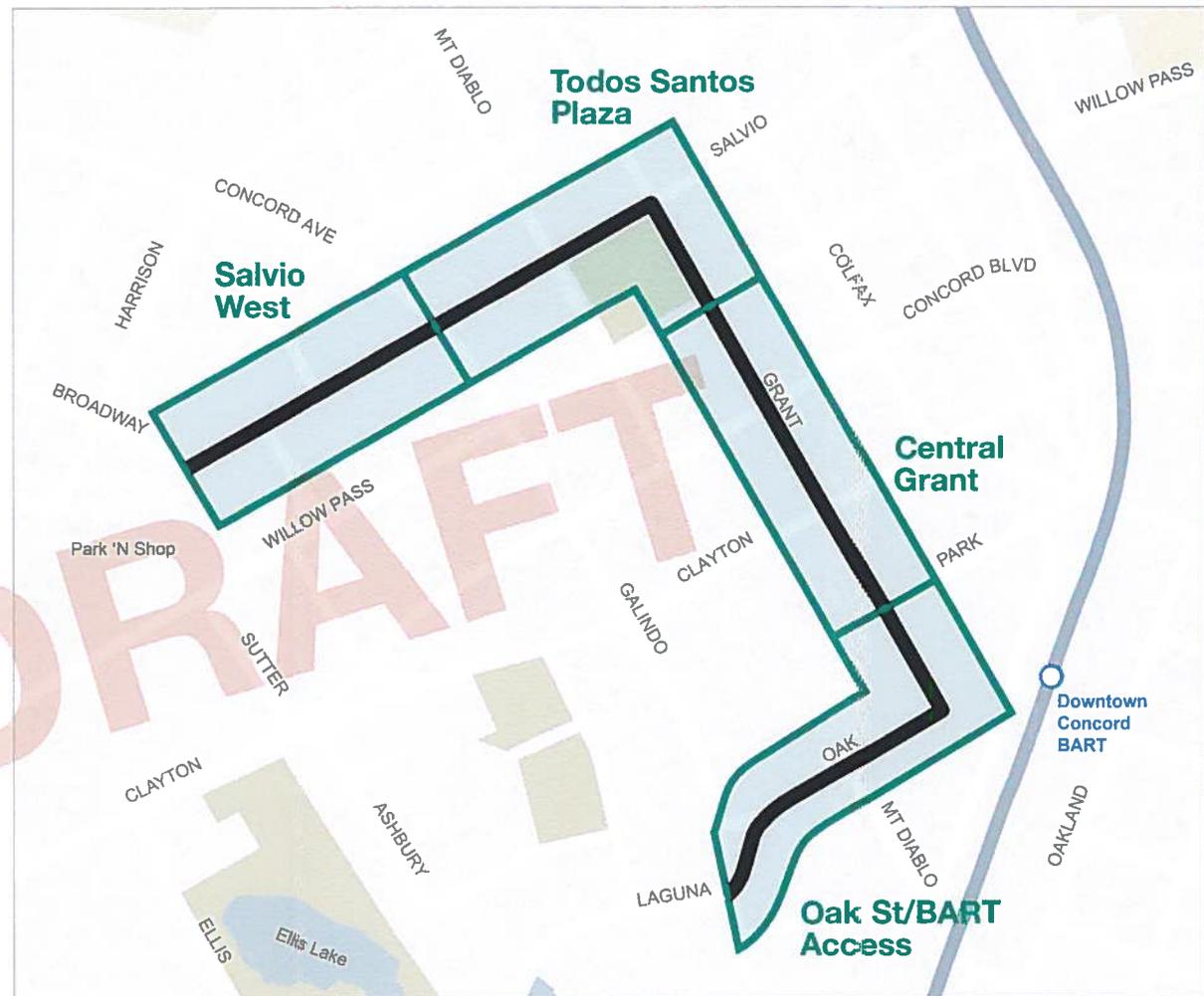
## 3.1 Zones

The three study corridors have been divided into four zones, based on the character and function of the streets and adjacent land uses. The zones are:

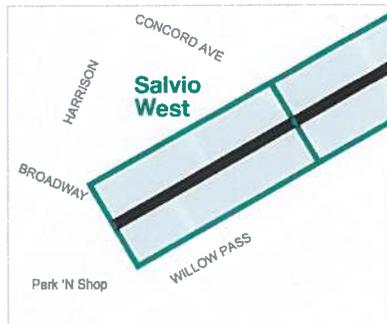
1. **Salvio West:** Salvio Street from Broadway Street to Galindo Street
2. **Todos Santos Plaza:** Salvio Street from Galindo Street to Grant Street, Grant Street from Salvio Street to Willow Pass Road
3. **Central Grant:** Grant Street from Willow Pass Road to Park Street
4. **Oak Street/BART Access:** Grant Street from Park Street to Oak Street, Oak Street from Grant Street to Galindo Street.

The following pages describe each zone, list desired features, and illustrate the desired 'typical' cross-section.

Conceptual designs, to be completed in the next phase of this study, will provide more specifics for each corridor, responding to the range of existing street conditions and building contexts.



## Zone 1: Salvio West



Salvio West will serve as a pleasant connection for residents and visitors entering Todos Santos Plaza from Park 'N Shop and other locations to the west. The character will be similar to that of the plaza area, making a clear visual connection to that popular destination.

### Description

Salvio West should provide a seamless and welcoming connection between the neighborhoods surrounding Park 'N Shop and Todos Santos Plaza and the downtown core. Currently, this zone has limited pedestrian amenities, and pedestrians find themselves walking along large parking lots or the back sides of buildings. The zone varies in traffic volume, crossing multi-lane arterials and weaving through mixed density commercial areas. It has no bike lanes and crosswalks are minimal.

The Downtown Specific Plan envisions residential and retail uses in this zone, transforming many of the existing surface parking lots into residential structures. In the future, the street and sidewalk will balance vehicle access, transit accommodations, and pedestrian and bicycle mobility and safety. The redesigned street will create a boulevard feel for travelers in which sidewalk buffers, decorative crosswalks, a bike lane, and well-defined paths bring all street and sidewalk users safely together. The resulting street provides comfortable access to local and surrounding destinations for pedestrians, cyclists, transit riders, and drivers.

### Desired Features

The following features are unique to this zone. Please see Section 3.2, Components of the Street, for complete guidance.

#### **PARKING**

Parallel on north side of street only

#### **BIKE FACILITY**

Buffered bike lanes

Pavement markings to facilitate transition to sharrows across Concord Avenue/Galindo Street

#### **SIGNAL TIMING AND PHASING**

Activation buttons for pedestrians

In-pavement loop bicycle signal detection

#### **CROSSWALKS**

Decorative crosswalks with full ADA features

High visibility crosswalks at Concord Avenue/Galindo Street intersection

Midblock crossing with pedestrian crossing warning system at Adobe Street

#### **CURBS**

Driveways – minimize width

## Typical Street Cross-section: Salvio West Zone

### BUS FACILITIES

Stop furniture – shelters

### WAYFINDING

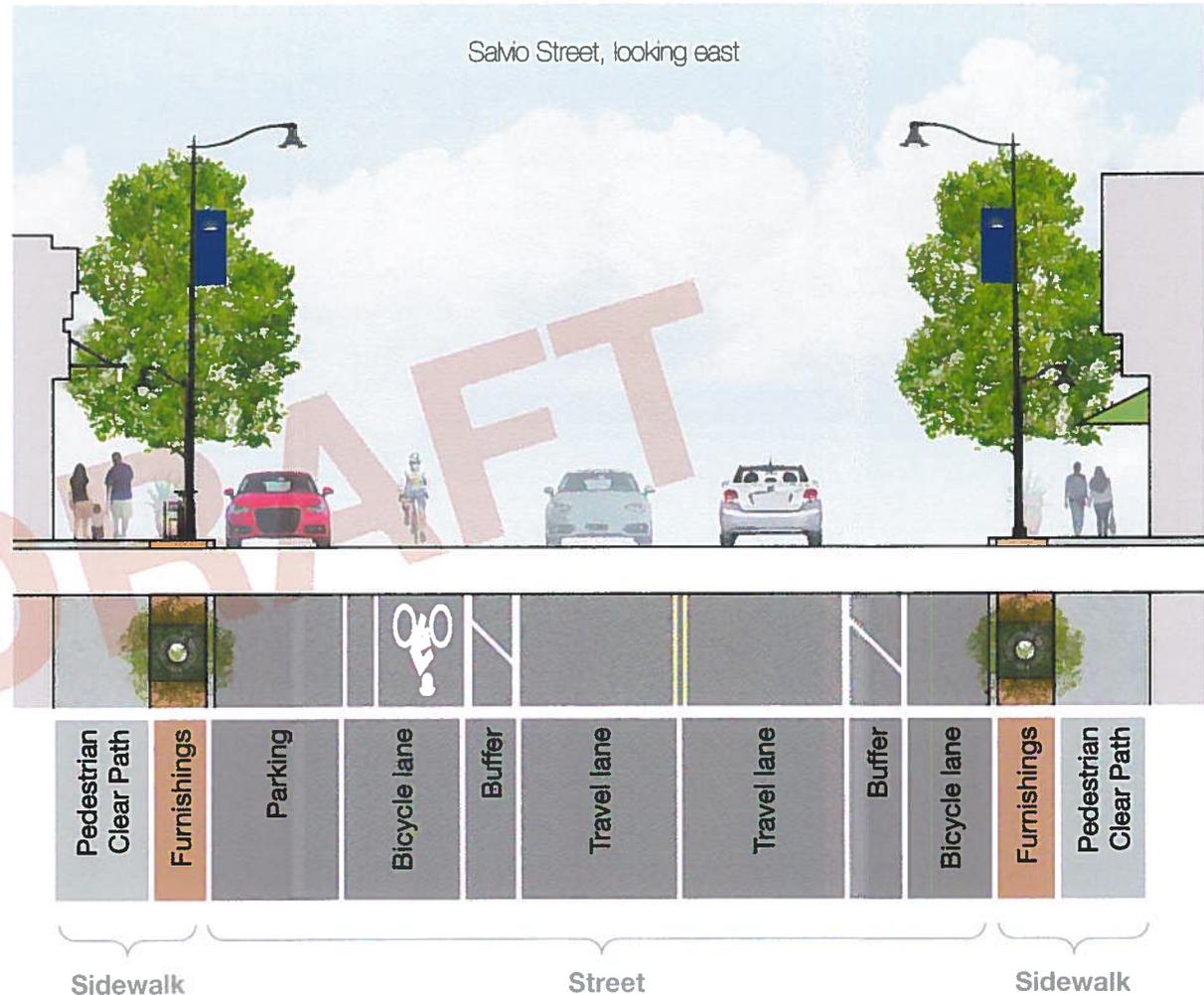
For all modes, focusing on connection between Park 'N Shop and Todos Santos Plaza, as well as community-wide destination (such as BART or nearby schools)

### STREET FURNITURE

Bike racks on each side of the street near Brenden Theatres and the street-fronting retail between Adobe Street and Concord Avenue and at the bend into Broadway Street when the property is redeveloped in the vision of the Downtown Specific Plan

Trash bins – at Concord Avenue/Galindo Street intersection

Lighting – new pedestrian and street lighting



## Zone 2: Todos Santos Plaza



Todos Santos Plaza will continue to be the primary destination in Downtown Concord. Its character connects the surrounding streets and buildings to create a welcoming public space that can be expanded upon in the future.

### Description

Arranged in a grid along small retail blocks, streets in this zone emphasize pedestrian mobility and economic activity at the sidewalk level. With a range of events from farmers' markets to music to festivals to food truck nights, the sidewalk and plaza accommodate a wide variety of activities.

Consistent with the Downtown Specific Plan activities around Todos Santos Plaza will expand with housing mixed with small-scale retail surrounding the plaza. The plaza will be even more walkable and aesthetically appealing with decorative street furniture, formal landscaping greening the streetscape, and wide sidewalks accommodating seating for businesses. Consistent and distinctive pedestrian lighting coupled with twinkling lights in the trees highlight the plaza as a destination. Some parking buffering the plaza from traffic will remain, but portions of the parking lane can be used for a variety of purposes, including temporary parklets, vending and food trucks, decorative bicycle parking, informal landscaping, and more.

Streetscape improvements surrounding Todos Santos Plaza will be coordinated with improvements to the plaza itself, creating a cohesive overall look so that the plaza and the streetscape are seamless.

### Desired Features

The following features are unique to this zone. Please see Section 3.2, Components of the Street, for complete guidance.

#### PARKING

Grant Street: Parallel parking (both sides)

Salvio Street (Mt. Diablo Street to Grant Street): Parallel on south side only

Salvio Street (Galindo Street to Mt. Diablo Street): Angle parking

#### BIKE FACILITY

Grant Street: Contraflow bicycle lane (southbound), sharrows (northbound)

Salvio Street: Sharrows

Pavement markings to facilitate turns, where necessary

#### SIGNAL TIMING AND PHASING

Activation buttons for pedestrians

In-pavement loop bicycle signal detection

#### CROSSWALKS

Decorative crosswalks at intersections with full ADA features

High visibility crosswalks at Grant Street & Willow Pass Road intersection

#### CURBS

Driveways – very limited driveways

Curb extensions – where possible

## Typical Street Cross-section: Todos Santos Plaza Zone at Grant Street

### BUS FACILITIES

Stop furniture – benches directly on Todos Santos Plaza, otherwise shelters

### WAYFINDING

For all modes, focusing on connections between Todos Santos Plaza, BART, and Park 'N Shop, as well as further-afield locations (such as nearby schools) reachable by the different modes

### STREET FURNITURE

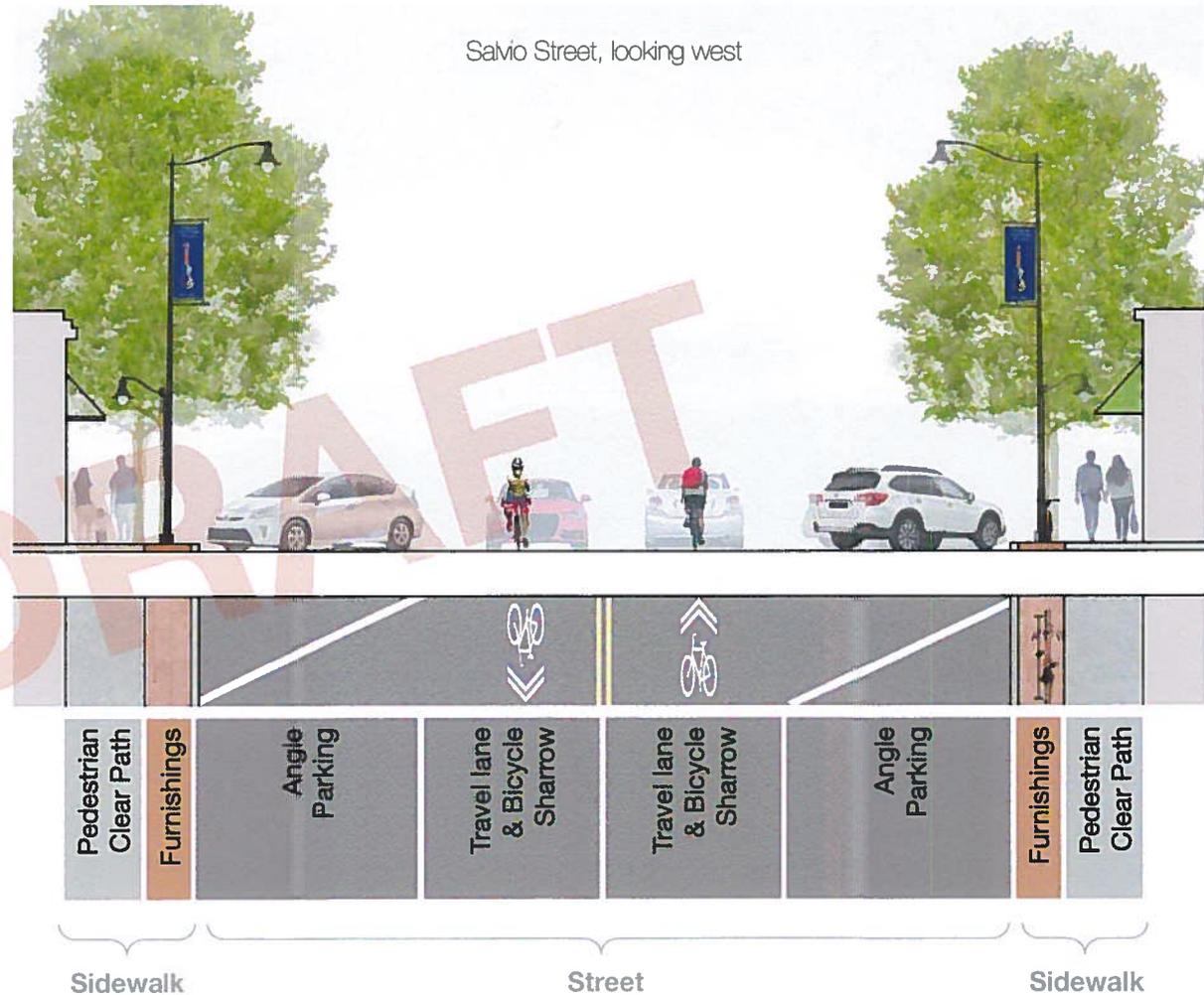
Bike racks – on every block, both sides of the street

Seating – benches and seating surrounding Todos Santos Plaza located in well-lit areas, near activity, near amenities and other street furniture, and in both sun and shade

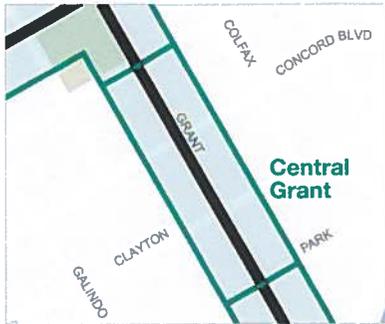
Trash bins – at the plaza and at wider intervals away from the plaza

Lighting – new pedestrian and street lighting with an emphasis on pedestrian lighting

Drinking fountains – at the plaza



## Zone 3: Central Grant



Central Grant will serve an important function: making the transition from the BART station to Todos Santos Plaza pleasant, ensuring pedestrians and cyclists know they are on their way to a vibrant downtown destination.

### Description

As the primary path between the Concord BART Station and Todos Santos Plaza, Central Grant should offer a pleasant and comfortable walking environment. Currently, Central Grant has four vehicle lanes, despite having low traffic volumes. The street has limited street parking and no bike lanes, but does have wide planting strips, mostly consisting of unplanted soil or decomposed granite. The developed land along Central Grant is predominantly office and commercial uses that are set back from the curb by landscaping or parking.

The Downtown Specific Plan envisions Central Grant to be mixed use space in which residential buildings sit atop ground floor retail in a mixed-use environment complementing the existing office buildings. In the future, Central Grant will prioritize buffered bike lanes. Wide sidewalks and landscaping will create a comfortable pedestrian experience. Twinkling lights in the street trees will guide travelers down the street, creating a seamless connection between BART and Todos Santos Plaza.

### Desired Features

The following features are unique to this zone. Please see Section 3.2, Components of the Street, for complete guidance.

#### **PARKING**

Grant Street (Willow Pass Road to Concord Boulevard): Parallel

Grant Street (Concord Boulevard to Park Street): None

#### **BIKE FACILITY**

Buffered bike lanes, painted at minimum, prefer physical separation such as planter boxes

Bicycle boxes at signalized intersections

Intersection bicycle crossing markings

#### **SIGNAL TIMING AND PHASING**

Activation buttons for pedestrians

In-pavement loop bicycle signal detection

#### **CROSSWALKS**

Decorative crosswalks with full ADA features

High visibility crosswalks at Willow Pass Road, Concord Boulevard, and Clayton Road intersections

#### **CURBS**

Driveways – minimize width

## Typical Street Cross-section: Central Grant Zone

**BUS FACILITIES**

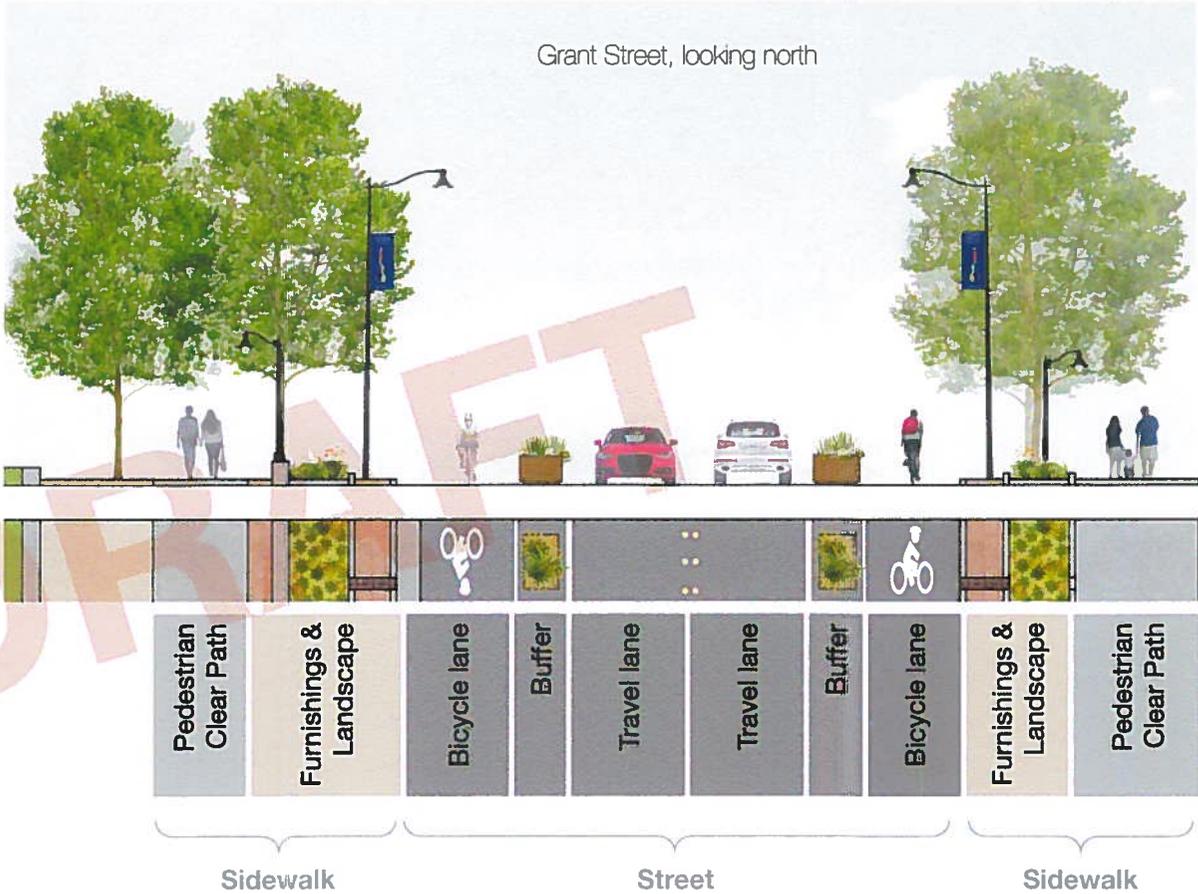
Bus bulbs at bus stops where necessary  
 Stop furniture – Shelters with wayfinding and other traveler information

**WAYFINDING**

For all modes, focusing on connection between BART and Todos Santos Plaza, as well as further-afield locations reachable by the different modes

**STREET FURNITURE**

Bike racks – when new retail or residential uses are built, add bike racks to the sidewalk  
 Trash bins – at intersections with Clayton Road and Concord Boulevard  
 Lighting – new pedestrian and street lighting



## Zone 4: Oak Street/BART Access



BART riders will arrive at Concord Station and experience a welcoming transition through the BART Plaza to nearby streets and destinations.

### Description

The Concord BART Station provides rapid, high frequency transit service to dozens of communities throughout the region. Only a half-mile from Todos Santos Plaza, the BART station is an important connection to the heart of Downtown Concord and the neighborhoods surrounding the station. The area is split between undeveloped fields and parking lots or garages. The intersection of Oak, Galindo, and Laguna Streets at the western extent of this zone is inhospitable to pedestrians with long signal delays and crossing distances exceeding ninety feet. There are no bike lanes.

The Downtown Specific Plan envisions a complete transformation of this zone with the development of vacant parcels and parking lots into residential structures wrapped with ground floor retail. Bike lanes and well-lit sidewalks will allow safe and comfortable passage for active travelers. Transit stops will be sheltered and fully equipped with real-time arrival and wayfinding information. Although auto parking will remain, bike lanes, wide sidewalks, and comfortable transit stops will make multimodal access to the station area comfortable, pleasant, and visible.

### Desired Features

The following features are unique to this zone. Please see Section 3.2, Components of the Street, for complete guidance.

#### **PARKING**

Grant Street (Park Street to Oak Street): Parallel  
Oak Street (Galindo Street to Mt. Diablo Street): Parallel on south side along straight portion of roadway  
Oak Street (Mt. Diablo Street to Grant Street): Parallel on south side until taxi zone

#### **BIKE FACILITY**

Buffered bicycle lanes  
Bike boxes at signalized intersections  
Intersection bicycle crossing markings

#### **SIGNAL TIMING AND PHASING**

Activation buttons for pedestrians  
In-pavement loop bicycle signal detection at Oak Street signal

#### **CROSSWALKS**

Decorative crosswalks with full ADA features

#### **CURBS**

Driveways – minimize width  
Sidewalk widening on south side of Oak Street

## Typical Street Cross-section: Oak Street/BART Access Zone

### BUS FACILITIES

Bus bulbs at bus stops where appropriate

Stop furniture – shelters with real-time arrival and wayfinding information

### WAYFINDING

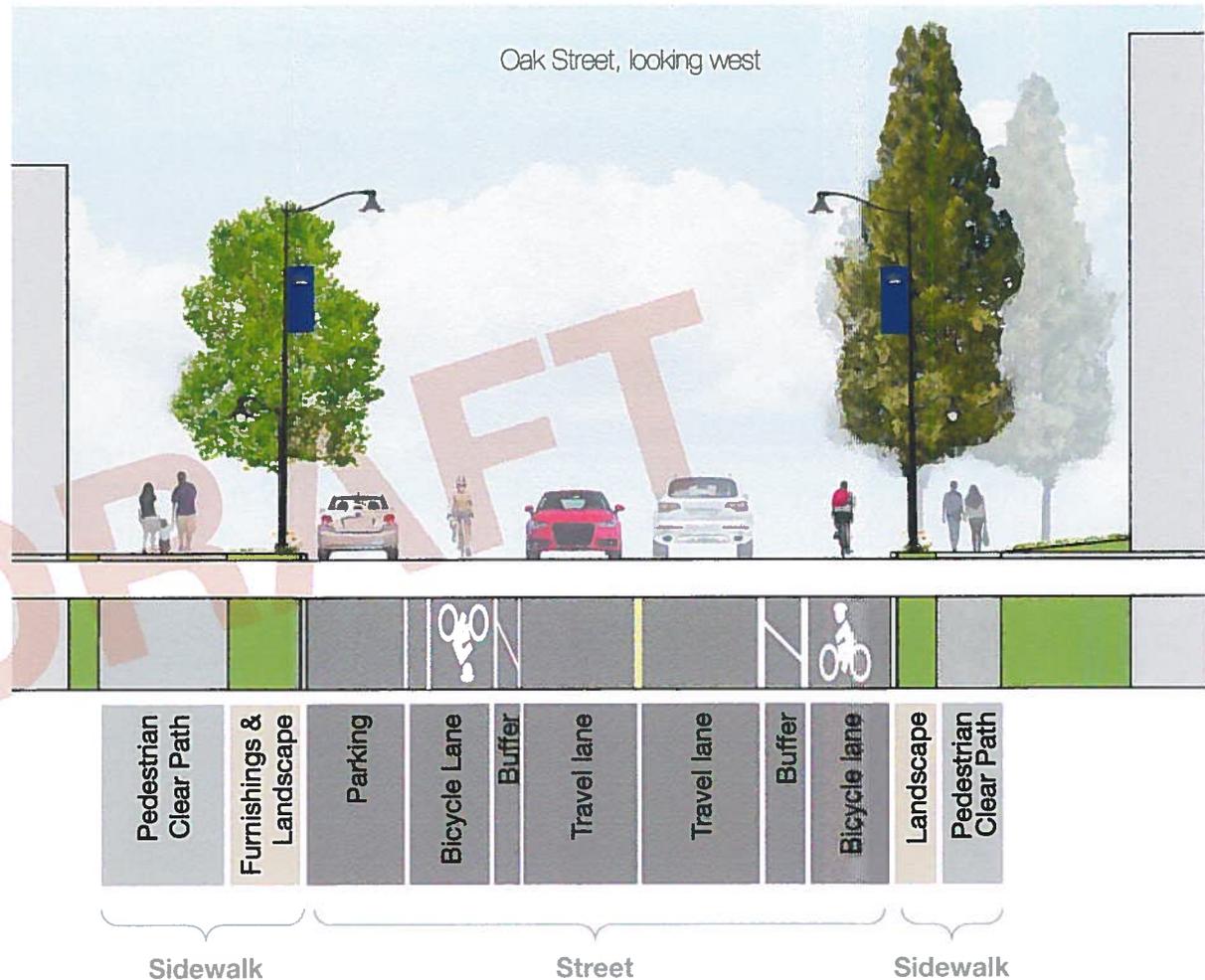
For all modes, focusing on connection between BART and Todos Santos Plaza, as well as further-afield locations reachable by the different modes

### STREET FURNITURE

Bike racks – add racks at corner of Grant Street and Oak Street, add racks to sidewalk along new development on Oak Street when built

Trash bins – in the area immediately around the BART station, and at the intersection of Grant Street and Park Street

Lighting – new pedestrian and street lighting



# Summary of Zones

	Feature	Zone 1 Salvio West	Zone 2 Todos Santos Plaza	Zone 3 Central Grant	Zone 4 Oak Street/BART Access
Street	<b>Parking</b>	Parallel parking	Parallel or angle parking	Parallel or no on-street parking	Parallel parking
	<b>Bike facilities</b>	Bike lanes and intersection bicycle crossing markings	Bike sharrows, contraflow bicycle lane on Grant Street	Buffered bike lanes	Buffered bike lanes
	<b>Bus facilities</b>	Shelters for all bus stops	Benches directly on Todos Santos Plaza, otherwise shelters	Shelters for all stops	Bus bulbs where necessary and shelters for all stops
Intersections	<b>Signal timing and phasing</b>	Activation buttons for pedestrians and bicycle detection loops	Activation buttons for pedestrians and bicycle detection loops	Activation buttons for pedestrians and bicycle detection loops	Activation buttons for pedestrians and bicycle detection loops
	<b>Crosswalks</b>	Decorative crosswalks, high-visibility midblock crossing at Adobe Street, high-visibility crosswalks at Galindo Street	Decorative crosswalks, high-visibility midblock crossing at Todos Santos Plaza	High-visibility crosswalks	Decorative crosswalks, high-visibility crosswalks at Galindo Street
	<b>Curbs</b>	Minimize driveway width, curb extensions where possible, minimize curb radii	Minimize driveway width, curb extensions where possible, minimize curb radii	Minimize driveway width, curb extensions where possible	Minimize driveway width, minimize curb radii, significant sidewalk widening on Oak Street
Sidewalk	<b>Wayfinding</b>	For all modes, focusing on connection between Park 'N Shop and Todos Santos Plaza	For all modes, focusing on connections between Todos Santos Plaza, BART, and Park 'N Shop	For all modes, focusing on connection between BART and Todos Santos Plaza	For all modes, focusing on connection between BART and Todos Santos Plaza
	<b>Lighting</b>	New pedestrian and street lighting	New pedestrian and street lighting with an emphasis on pedestrian lighting	New pedestrian and street lighting with an emphasis on pedestrian lighting	New pedestrian and street lighting
	<b>Street furniture</b>	Bike racks and some trash bins	Bike racks, benches, trash bins, and drinking fountains	Bike racks and some trash bins	Bike racks and some trash bins
	<b>Low-impact development</b>	See Components of the Street: Low-Impact Development and Stormwater (page 33)			

## 3.2 Components of the Street

Streets are made from a range of key elements. These elements work together to create a cohesive visual experience and physical environment.

Organized into several categories, this 'toolkit' provides greater detail on the streetscape elements for use along the green frame corridors, as outlined by Zone. The key elements described here are appropriate for different zones, based on the street and development context. The toolkit is organized into the following sections:

1. Street realm
2. Intersections and Crosswalks
3. Sidewalk Realm
4. Wayfinding Signage
5. Landscaping
6. Low-Impact Development & Stormwater



Grant Street at Salvio Street

# Components of the Street: Street Realm

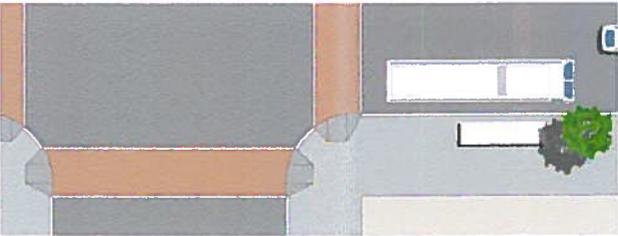
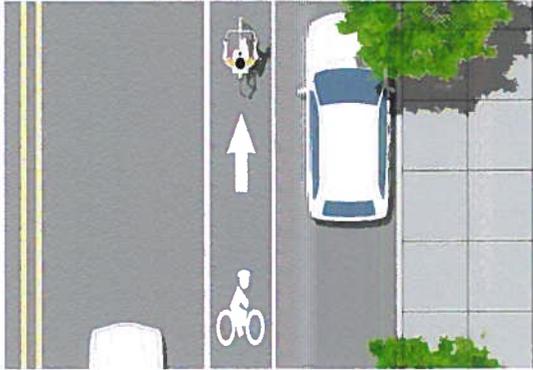
The table below lays out the elements that can transform the study corridors into multimodal streets.

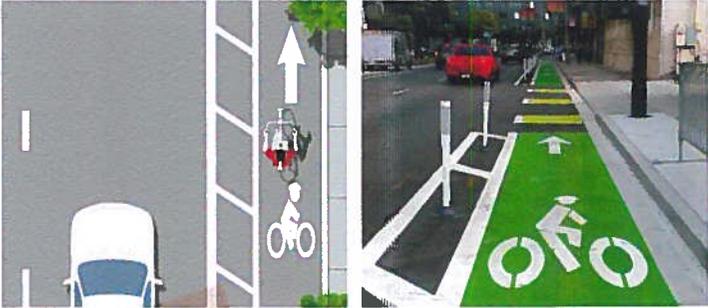
Multimodal streets balance the needs of multiple users and create safe places to walk, cycle, and drive. High-quality bicycle facilities, including buffered bike lanes where possible, provide protected and connected bicycling. Well-placed transit stops enable safer access to and from the stops, and bus bulbs minimize merging in and out of traffic. On-street parking and auto wayfinding facilitate smooth driving in Downtown Concord. With these components integrated, the downtown

area gains a network of complete streets that balance the needs of all modes of travel.

Some features of the street discussed herein are defined as 'experimental' traffic control devices by the Federal Highway Administration (FHWA)—as noted. To use these features, the City must request to conduct an experiment, which must be accompanied by a monitoring and evaluation plan.

Component	Function	Guidance	Illustration
<b>Street</b>			
<b>Parallel on-street parking</b>	Provides additional parking capacity and access to parking for land uses with limited parking supply.	Use when on-street parking is necessary to either provide parking for businesses or public spaces; it can also serve to buffer a bicycle lane from vehicular traffic.	
<b>Angled on-street parking</b>		Install when more on-street parking is needed than can be provided with parallel parking and when there is sufficient width to transfer more than one travel lane to parking. Consider installing safer back-in angle parking. Note: back-in angle parking is not compatible with Accessible Parking.	
<b>Automobile wayfinding</b>	See Wayfinding Signage - Automobile wayfinding, page 27.		

Component	Function	Guidance	Illustration
<b>Bus stop</b>	Provides a comfortable, safe place to wait for the bus and an opportunity to provide weather protection. Enables riders to clearly identify bus stop location.	<p><b>Stop location:</b> Near key destinations, on the far side of intersections so disembarking passengers do not have to cross in front of the bus and passengers removing bicycles from front-mounted racks are positioned away from the intersection.</p> <p><b>Bus bulb:</b> When located adjacent to a parking lane, the curb can be extended into a bus bulb so the bus does not have to merge in and out of traffic. Must be designed to be compatible with bicycle facility.</p> <p><b>Furniture:</b> Install a bench and trash bin at a minimum, full transit shelter preferred.</p>	 
<b>Bicycle Facilities</b>			
<b>Conventional bike lane</b>	Designates an exclusive space for cyclists that is marked with an unbroken white painted line. Within the lane, a painted arrow and bicycle symbol indicate the direction of travel.	Install bike lanes on both sides of the road where there is two-way vehicle travel. Each bike lane should be 5-7 feet wide and can be painted green for greater visibility. Paint a 6-8 inch white line bordering traffic lanes and a 4 inch white line bordering parking, if present. Use conventional bike lanes only when the road is too narrow for buffered bike lanes.	

Component	Function	Guidance	Illustration
<b>Buffered bike lane</b>	Designates an exclusive space for cyclists separated from vehicle traffic by a buffer.	Lanes should be 5-7 feet wide and can be painted green for greater visibility. See Manual on Uniform Traffic Control Devices (MUTCD) figure 9C-3 for painted bicycle icon. Buffer types include physical barriers (such as planters boxes or bollards) and painted stripes or cross-hatching.	 <p data-bbox="1727 628 2018 647">Source: Dianne Yee, 2014 (via Flickr)</p>
<b>Contraflow bike lane</b>	Designates an exclusive space for cyclists to ride safely against traffic. Within the lane, a painted arrow and cyclist symbol indicate the direction of travel.	Install contraflow bike lane on a one-way street segment to provide a continuous bike facility on key routes. Separate the lane from vehicles with a double-yellow line and buffer if possible. Bicycle traffic signal heads may be added and signage at intersecting streets should warn drivers of oncoming bicycle traffic.	 <p data-bbox="1496 979 1794 999">Source: Greg Griffin, 2013 (via Flickr)</p>
<b>Sharrow</b>	Designates a shared lane for both cyclists and vehicles with the bicycle sharrow icon painted in the middle of the travel lane. Also called shared lane markings.	Use when a road is too narrow for implement bicycle lanes. Consider narrower travel lanes or reduced parking before selecting sharrow. Use only on streets with speed limits are less than 30 mph. Place sharrow in the center of the travel lane. "Super sharrow" add dashed lines on either side or green paint behind the sharrow icon. Green paint behind the icon is an 'experimental' treatment per the FHWA, but has been implemented successfully in nearby jurisdictions.	 <p data-bbox="1794 1331 2018 1350">Source: MUTCD figure 9C-9</p>

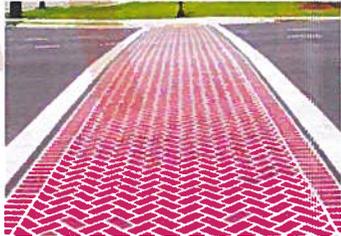
Component	Function	Guidance	Illustration
<b>Bike box</b>	Designates space in front of stopping vehicles at a signalized intersection where cyclists can be more visible to nearby drivers while waiting for the signal cycle. Facilitates left turns and crossing intersections.	Install 10-16 foot deep box with a cyclist icon backed by green paint. Must include an advance stop bar for vehicles, full-time “no turn on red” restriction, and must be setback from crosswalk. A pedestrian countdown signal is required if the box covers more than one lane. Bike boxes are ‘experimental’ treatments per the FHWA, but have been implemented successfully in nearby jurisdictions.	 <p data-bbox="1509 644 1794 663">Source: MUTCD figure 9C-3A or B</p>
<b>Bicycle crossing across intersection</b>	Painting across intersection to ensure cyclists have exclusive space and alerts drivers to the presence and path of bicycles.	Install in conjunction with a bike lane. Indicates the continued bicycle path through an intersection with arrows, sharrows, or cyclist icons painted on the pavement.	 <p data-bbox="1375 963 1928 983">Source: National Association of City Transportation Officials (NACTO)</p>
<b>Bicycle signal detection</b>	Detectors sense cyclists at an intersection to activate a green signal.	Install bicycle signal detection (using in-pavement loops, video, or other means) where possible to decrease risky or illegal behavior while increasing travel efficiency for cyclists.	 <p data-bbox="1585 1283 1720 1302">Source: NACTO</p>
<b>Bicycle wayfinding</b>	See Wayfinding Signage - Bicycle wayfinding, page 28.		

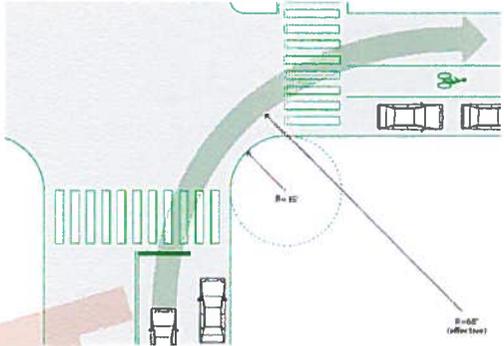
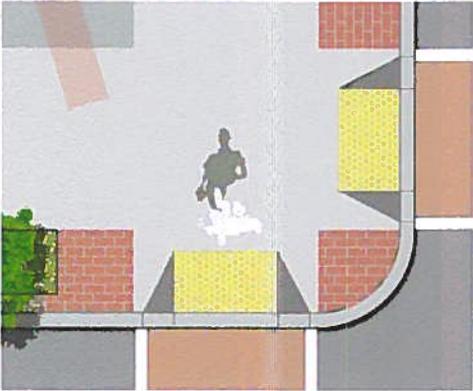
# Components of the Street: Intersections and Crosswalks

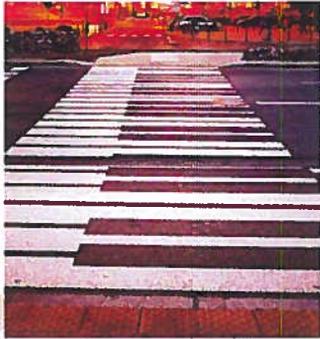
The table below provides the tools to redesign intersections along the study corridors to emphasize safe pedestrian crossings with minimal delay.

Decorative crosswalks highlight pedestrian crossings throughout, and can be added to intersections where there are currently no crosswalk markings. Full-featured curb ramps allow crosswalks to be accessible to pedestrians of all abilities. Reconfigured intersection signal

cycles minimize pedestrian delay, boost pedestrian confidence that the signal will soon change, and reduce risky pedestrian behavior.

Component	Function	Guidance	Illustration
<b>Intersections and Crosswalks</b>			
<b>Decorative crosswalk</b>	Markings at intersections that facilitate pedestrian crossings.	Install two white retro-reflective thermoplastic stripes marking the edge of the pedestrian walking area and a thermoplastic herringbone brick pattern and coloring. Crosswalk should be at least as wide than sidewalk. Shown: Ennis-Flint Traffic Patterns Herringbone TP22. Alternative, 'special' crosswalk designs will be considered on a case-by-case basis.	 <p>Herringbone</p>  <p>Source: Ennis-Flint</p>
<b>High-visibility crosswalk</b>	Longitudinal stripes at intersections facilitate safer pedestrian crossings due to being more visible to motorists than transverse lines.	Install 'continental' style crosswalks of parallel white stripes at major intersections, where higher speeds, turning traffic volumes, and pedestrian volumes warrant. Position stripes to avoid wheel paths to reduce maintenance needs. Crosswalk should be at least as wide as the sidewalk.	  <p>Source: Pavement Surface Coatings LLC</p>

Component	Function	Guidance	Illustration
<b>Corner radius</b>	Influences vehicle turning speeds, pedestrian crossing distances, and curb ramp alignment.	Minimize curb corner radius; in urban settings, NACTO recommends a radius of 15 feet or less. Any corner radius changes must be designed to ensure sufficient effective turning radius for the appropriate design vehicle.	 <p>Source: NACTO</p>
<b>Curb ramp location and specifications</b>	General specifications regarding the transition from the sidewalk to the crosswalk.	Install a curb ramp at every crosswalk in the direction of travel. Affix truncated domes to each ramp to alert the pedestrian of the transition into traffic. Per the <i>State Of California Department Of Transportation Standard Specifications (73-1.02B)</i> , truncated domes should be yellow. The texture and color of the curb ramps should match the sidewalk's clear path. Use darker gray paving on ramp flares for contrast with truncated domes.	
<b>Curb extension</b>	Enhance pedestrian safety and comfort by narrowing the roadway, extending the sidewalk, and better defining conflict points, usually at intersections. Also called bulb-outs.	Install at intersections with long crossing times, heavy pedestrian traffic, a history of pedestrian safety issues, or where neighborhood streets intersect with busier thoroughways. The texture and color of the pedestrian clear path should extend all the way to the curb ramps.	

Component	Function	Guidance	Illustration
<b>Midblock crossing</b>	Facilitates safe pedestrian crossing between major destinations and/or along long block faces.	Install in locations where there are high-traffic pedestrian destinations on both sides of the street and conflicts for the use of the curb space are minimal. Install with a pedestrian crossing warning system as a minimum safety measure. Alternative, 'special' crosswalk designs (as shown) will be considered on a case-by-case basis. May be combined with curb extensions to reduce cross distance.	 <p data-bbox="1487 660 1794 683">Source: ActiveSteve, 2013 (via Flickr)</p>
<b>Signal timing and phasing</b>	Determines when and for how long traffic in each lane (including crosswalks) is allowed to travel through an intersection.	Signal phasing should prioritize pedestrian crossing to the greatest possible extent, subject to appropriate traffic studies. Intersection delay not only discourages walking and biking, but it also encourages risky or illegal behavior.	
<b>Signal activation</b>	Pushing the signal activation button notifies the intersection controller system to include pedestrian signalization in the next signal cycle.	In general, pedestrian signals should be automatically included in the signal cycle. Pushbuttons should function as an accessibility feature, offering additional confirmation of a safe crossing, but should not be necessary to activate a pedestrian crossing signal. Further specifications on pedestrian pushbuttons and auditory signal systems can be found in the Accessibility chapter.	

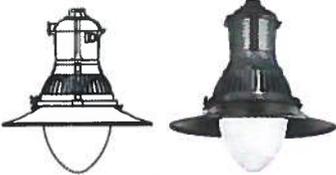
# Components of the Street: Sidewalk Realm

Sidewalks are the spine of the green frame. They connect the private and public realms, interact with all modes of travel, and provide the social environment of the streetscape.

On sidewalks, people can find benches, landscaping and street trees, a range of street lights and pedestrian lamps, bike racks, public art, drinking fountains, and other features of outdoor living. The table below details those elements that can enliven the sidewalk by making the space both useful and interesting.

Component	Function	Guidance	Illustration
<b>Sidewalks</b>			
<b>Benches and seating</b>	Benches or chairs placed in the public realm.	Install benches to match style of benches near Todos Santos Plaza: DuMor bench 58, with center armrest, in powdercoated black color. Place in areas that are well-lit and near activity, amenities, and other street furniture, and in both sun and shade. Existing benches should be retrofit with center armrests and be painted black as required for maintenance.	 <p data-bbox="1512 994 1774 1015">Source: DuMor Site Furnishings</p>
<b>Short-term bicycle parking</b>	Bicycle racks allowing both wheels to be secured to a structure cemented in place.	Install short-term bicycle parking at key destinations and near restaurants, shops, and other locations with frequent visitors. Rack designs may match existing (inverted 'U') or other creative styles that provide two points of contact. Per the City's Municipal Code, bicycle parking should have a minimum allotted space of 2 feet by 6 feet.	

Component	Function	Guidance	Illustration
<b>Trash bins</b>	Trash bins similar in style to the seating and benches.	Install bins near intersections and in high pedestrian traffic areas. Bins should be located far enough from seating to allow comfortable sitting. Include recyclables insert or locate recycle bins nearby. New bins should be powdercoated black; paint existing bins black as required for maintenance. DuMor Receptacle 102 is an option that matches the preferred benches (see above).	 <p>Source: DuMor Site Furnishings</p>

<b>Lighting</b>	Improves visibility and safety for pedestrians, cyclists, and drivers and provides a more welcoming environment at night.	Street and pedestrian light fixtures should direct light onto the street and sidewalk in an evenly distributed pattern and meet standard light level and uniformity requirements, per IESNA RP-8 (street lighting) and RP-33 (pedestrian lighting). Adjust dimensions below based on context to meet these standards. Tree canopy maintenance may be necessary to reduce interference with light distribution.			
			<b>Sidewalk</b>	<b>Street</b>	
		<b>Pole</b>	Design	One-piece fluted tapered pole welded to a square steel base	
			Finish	Powdercoat black	
			Height	12-15 feet (approx.)	25 feet (approx.)
		<b>Luminaire</b>	Arm	West Liberty crossarm	
			Design	Memphis Pedestrian Teardrop LED 	Memphis Teardrop LED 
			Other	Shallow skirt	Shallow skirt
			<b>Placement</b>	Spacing	40-60 feet (approx.)
			Placement	Over sidewalk path	As close to curb as possible
<b>Bulb</b>	Light Emitting Diode (LED) 2,800-4,000 Kelvin color temperature				

Component	Function	Guidance	Illustration
<b>Drinking fountains</b>	Provide drinking water for immediate needs and filling water bottles.	Install fountains with the additional features of water bottle fillers at Todos Santos Plaza and the BART Station. Consider placement at other important bicycle and pedestrian destinations. Fountains should be powdercoated black, and offer a spout accessible to wheelchair users.	 <p data-bbox="1529 603 1749 628">Haws model 3511</p>
<b>Awnings</b>	Roof or material protections that project over the sidewalk.	Where possible, existing and new street-fronting retail should have awnings to provide weather protection and enhance the aesthetic quality of the street. The City's Municipal Code specifies a minimum height of 7 feet for awnings that project over a sidewalk. The Corridors Plan recommends a height of at least 7 feet 4 inches. Wooden awnings cannot be built over sidewalks, and signs on awnings cannot be illuminated.	
<b>Utility boxes</b>	Utility boxes in the public right-of-way can be canvases for local art.	Adopt a program or seek a local nonprofit partner to install art on the existing downtown utility boxes.	 <p data-bbox="1480 1362 1800 1385">Source: Aaron Anderer, 2013 (via Flickr)</p>

Component	Function	Guidance	Illustration
<b>Sidewalk maintenance</b>	Preserving the structural integrity of the sidewalk to allow safe and clear passage for all pedestrians.	<p>Per the city's Municipal Code, maintenance of the sidewalk is the responsibility of adjacent property owners. Maintenance responsibilities include all costs and expenses incurred in repairing or removing any obstruction to safe passage, such as:</p> <ul style="list-style-type: none"> <li>• Repairing surfaces</li> <li>• Replacing sidewalks</li> <li>• Removing weeds</li> <li>• Trimming trees and shrubs</li> </ul> <p>The City should work with property owners to ensure they are aware of this requirement and understand how to fulfill it.</p>	
<b>Driveways and curb cuts</b>	A ramp to facilitate vehicular travel over a sidewalk to access a property.	<p>When installing a driveway or other non-intersection curb cut, maintain the continuous and level path of the sidewalk. Driveways should be as narrow as possible to slow vehicles and minimize sidewalk interruption. Use an 11-foot one-way path or 22-foot two-way path unless the path is needed for truck loading or required to be a fire lane.</p>	

# Components of the Street: Wayfinding Signage

Used as a system, wayfinding signs can help pedestrians, cyclists, and motorists alike navigate Concord's busy urban environment.

As Concord places even more emphasis on multiple modes of travel, the existing Downtown wayfinder signs for automobiles and kiosks for pedestrians can be augmented to provide more guidance on getting around Downtown.

New wayfinding signs at key locations, specially designed street signs, and bicycle route signage can all help make the study corridors feel more connected and contribute to a sense of place.

Wayfinding			
<b>Automobile wayfinding</b>	Driver-oriented signs that direct autos to key destinations in and around Downtown.	Design to match existing automobile wayfinding signs. Key driving destinations may include: Todos Santos Plaza, the BART station, hospitals, public parking, and other city facilities. Signs to be placed on street signals and light poles, expanding on the existing signage at select locations Downtown.	
<b>Banner signs</b>	Foster a district identity and provide community 'branding' through and add for various	Content should contribute to neighborhood identity (e.g. "Todos Santos Plaza") and/or provide information on citywide events and programs, such as the Music and Market event series. Banners can be hung from street lights/utility poles, with no more than two per pole.	

<p><b>Bicycle wayfinding</b></p>	<p>Signage and/or pavement markings to guide cyclists along the city's bicycle routes and to key destinations.</p>	<p>Install bicycle wayfinding consistent with the Citywide Bicycle, Pedestrian and Safe Routes to Transit Plan. Use signs in combination with pavement markings indicating the bicycle route.</p> <p>Signs provide directional arrows, distances, and times to destinations. Can be customized to include special path or city logos. Locate at major trip origins (such as the BART station), along bicycle routes, and where a bicycle route turns.</p>	 <p>Source: NAICTO</p>						
<p><b>Pedestrian kiosk wayfinding</b></p>	<p>Kiosks with locator maps, key destinations, and business.</p>	<p>Displayed content should include the sign location (cross streets or major location, like Todos Santos Plaza), a simple locator map on both sides, and nearby destinations with directional signs and walking time.</p>	 <table border="1" data-bbox="1566 734 1923 1032"> <tr> <td>↑ Todos Santos Plaza</td> <td>1 min</td> </tr> <tr> <td>← Salvio St</td> <td>5 min</td> </tr> <tr> <td>← Monument Corridor</td> <td>5 min</td> </tr> </table>	↑ Todos Santos Plaza	1 min	← Salvio St	5 min	← Monument Corridor	5 min
↑ Todos Santos Plaza	1 min								
← Salvio St	5 min								
← Monument Corridor	5 min								
<p><b>Special district street name signs</b></p>	<p>Street name signs with notations for special districts.</p>	<p>Design street signs with a custom logo and/or text to alert users that they have entered a special district, such as the Todos Santos Plaza area. Existing signs can be retrofitting by adding a "top" to the sign stack.</p>	 <p>Source: teofilo 2009, SounderBruce 2015 (via Flickr)</p>						

# Components of the Street: Landscaping

Landscape features offer ecological, functional, and aesthetic benefits to the streetscape.

Trees and landscaping make urban environments more comfortable and inviting, adding visual interest and variety to the streetscape. Trees offer shade during hot summer months, and landscaping strips reduce stormwater runoff. Landscaping also buffers pedestrians from vehicular traffic.

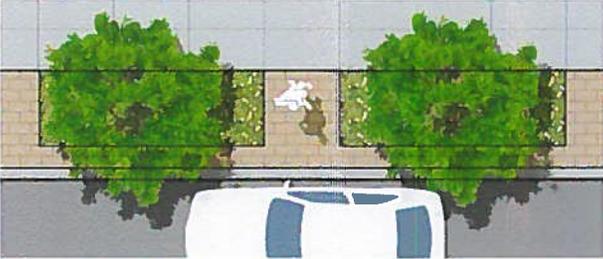
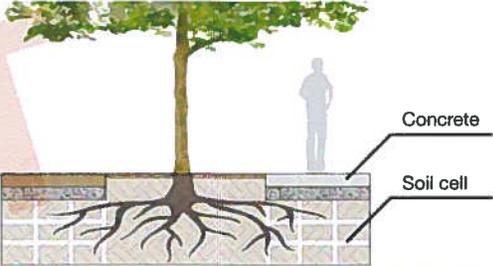
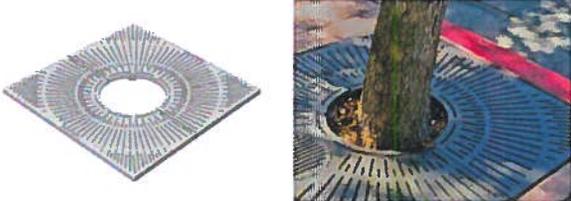
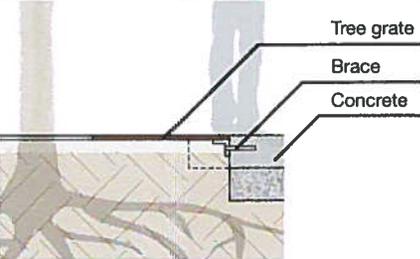
## PLANTINGS

Planting area treatments should complement the existing aesthetic of surrounding areas while working to reduce the impact of ornamental landscape on natural resources. Plant species should be selected based on observation of successful landscaping in the project area, and supplemented with recommendations in the Contra Costa Stormwater C.3 Guidebook. All species proposed herein are tolerant of various urban stresses, including drought, vehicular and pedestrian traffic, and have similar, minimal irrigation and maintenance requirements. Final design and species selection should be approached on a case-by-case basis.

## IRRIGATION

All irrigation for groundcover planting should consist of a low-flow drip system that emits water at each plant, eliminating the need for overhead spray or other techniques that require higher water usage. Tree irrigation should encourage deep rooting through use of RWS (root watering systems) and surface bubbler installations. Standalone planters without access to a permanent irrigation system can be hand-watered or utilize a modular irrigation system, which uses soil moisture sensors to release water as needed. These systems require no plumbing, but must be regularly filled with water based on plant needs. Final irrigation system design should reflect specific conditions on a case-by-case basis.

Component	Function	Guidance	Illustration
<b>Street Trees</b>			
<b>Tree species</b>	Trees offer social, economic, and environmental benefits enhancing the aesthetic beauty of neighborhoods, moderating climate, reducing energy costs and increasing property values.	Tree selection criteria include: aesthetics, functionality, cultural and ecological significance, and potential conflicts with structures and utilities. The following species are recommended:	    
		<p>Chinese Flame Tree</p> <p>Crape Myrtle</p> <p>Tulip Tree</p> <p>California Sycamore</p> <p>Littleleaf Linden</p>	

Component	Function	Guidance	Illustration
<b>Tree planted area</b>	An unpaved area of soil surrounding a tree containing existing, new or amended soil. Planted areas reduce impervious surface and runoff.	May be planted or covered with mulch. Ideally used in next to wide walking areas. Permeable paving cut-throughs allow pedestrian circulation without damaging plant material or compacting soil.	 <p>An illustration showing a tree planted in a mulched area next to a sidewalk. A white car is parked on the road to the right. The sidewalk has a permeable paving cut-through for pedestrian access.</p>
<b>Trees - soil cells</b>	Plastic structures filled with soil and covered with pavement that allow tree roots to grow in the uncompacted soil between structural supports.	Option for use in new construction. Cells can support vehicular loads and create optimum conditions for street tree plantings and provide stormwater management through absorption, evapotranspiration, and interception. Allows for soil specification for tree species.	 <p>A cross-section diagram of a tree planted in a soil cell. The tree's roots are shown growing in a plastic structure filled with soil. The structure is supported by concrete blocks. Labels include 'Concrete' and 'Soil cell'.</p>
<b>Tree grates</b>	Tree planting in pavement areas, tree grate installations protect the tree from soil compaction and allow uninterrupted pedestrian circulation.	Match style and size of existing tree grates.  Shown: Neenah Foundry 'Metropolitan' two-part tree grate.	 <p>Two images of tree grates. The left image shows a diamond-shaped grate with a central circular opening. The right image shows a circular grate installed around a tree trunk. Source: Neenah Foundry.</p>
<b>Tree grate retrofit</b>	Add grates to existing trees. Potential to enlarge existing tree well areas to allow for soil mediation, enhanced root growth, and safer pedestrian travel.	Tree grates require a concrete collar for support. Existing concrete tree wells can be saw cut and retrofitted with grates that are flush with the existing pavement. A concrete collar can be poured for grate support, as long as root damage is avoided (e.g. a newer planting without an established root system).	 <p>A cross-section diagram showing a tree grate retrofit. A concrete collar is poured around the tree well. A tree grate is installed on top of the collar. Labels include 'Tree grate', 'Brace', and 'Concrete'.</p>

Component	Function	Guidance	Illustration
<b>Tree well mulch to mitigate trip hazard</b>	Reduce trip hazards caused by compacted tree well soils that are not flush with the surrounding pavement. Interim solution before tree grate installation.	Organic mulch, such as shredded bark, can not only reduce tripping hazards, but also improve moisture retention. Decomposed granite, which has been used within the corridors, is not recommended as it can become compacted over time and can be displaced with foot traffic, causing a maintenance issue.	

### Landscaping Strip/Planters

<b>Landscape strip / permanent planter</b>	Allow stormwater infiltration, separate pedestrian and vehicular traffic, improve aesthetics of urban environment, and reduction of heat island effect.	Use existing perennial species within the corridors for a cohesive aesthetic (see palette on page 32). Plant in large masses with few species for ease of maintenance and a stronger visual statement.	
<b>Movable planter</b>	Provide pedestrian buffer from vehicles, add visual interest to streetscape.	All planters require supplemental irrigation. Avoid placing in high traffic pedestrian accessible pathways. Opportunity to select annuals, special event planting, and definition of social spaces. Place perennials at the center of the planter as year-round 'anchors,' and place annuals around them.	

# Landscaping Palette

## STREET TREES



**Chinese Flame Tree**  
Koelreuteria Bipinnata



**Crape Myrtle**  
Lagerstroemia indica



**Tulip Tree**  
Liriodendron tulipifera



**California Sycamore**  
Platanus racemosa



**Littleleaf Linden**  
Tilia Cordata

## SMALL/MEDIUM SHRUBS



**Fortnight Lily**  
Diets Sp.



**Lily of the Nile**  
Agapanthus Sp.



**Daylily**  
Hemerocallis Sp.



**New Zealand Flax**  
Phormium Sp.



**Star Jasmine**  
Trachelospermum  
Jasminoides



**Rosemary**  
Rosmarinus Sp.



**Cotoneaster**  
Cotoneaster  
'Lowfast'



**Carpet Rose**  
Rosa Sp.

## GROUNDCOVERS

## LOW-IMPACT DEVELOPMENT/STORMWATER FEATURES



**Dwarf Cape Rush**  
Chondropetalum 'El Campo'



**Rush**  
Juncus Patens



**Coral Aloe**  
Aloe Striata



**Creeping Sage**  
Salvia Sonomensis



**Berkeley Sedge**  
Carex Divulsa

# Components of the Street: Low-Impact Development & Stormwater

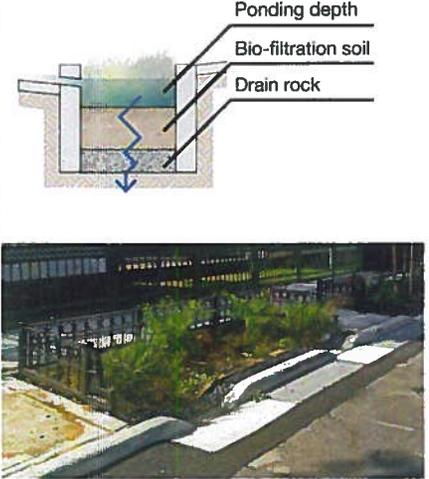
Low-impact landscape elements and stormwater features capture and treat excess runoff, as well as enhance the comfort and appeal of the pedestrian environment.

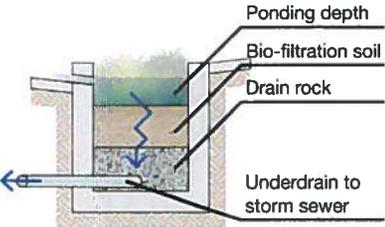
Green infrastructure design in Concord is governed by the Contra Costa Clean Water Program, and the Stormwater C.3 Guidebook. The Guidebook is written primarily to apply low-impact development principles to new construction; it prescribes optimizing a site, using pervious surfaces where feasible and rainwater harvesting before going to bio-treatment measures. Given the constraints of an existing

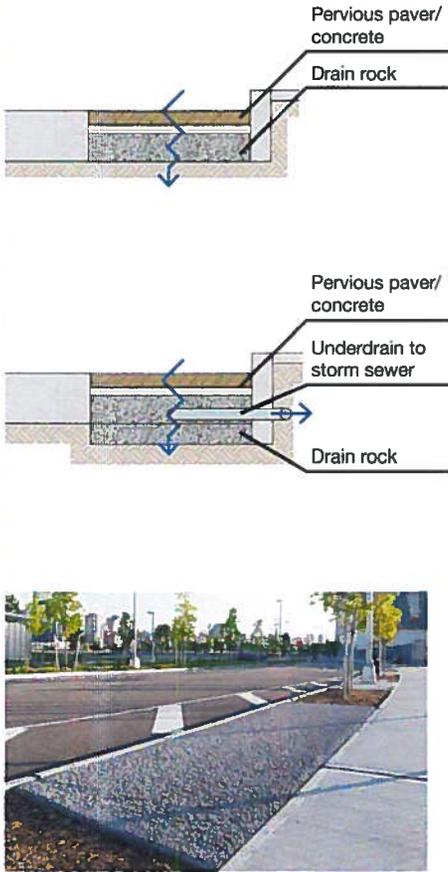
downtown, the most feasible green infrastructure will consist of either “Source Control” (such as pervious pavement) or “Treatment” measures (such as bio-filtration and bio-retention).

Bio-retention and bio-filtration function by diverting water from “grey” infrastructure, such as catch basins and storm sewers, and diverting it into planted areas. The water is allowed to pond (to a depth of 6”-12”), slowly seep through a minimum of 18” of specialized treatment soil, then collect in a layer of drain rock. In a bio-retention system, the treated water is allowed to infiltrate into the native soil, while in a bio-filtration system, the treated water is returned to the storm sewer. Bio-retention systems are preferred when the soil

is well-drained because they more closely mimic the natural environment, reduce the amount of water entering the storm sewer, and are less expensive to construct and maintain. Bio-filtration systems also improve the quality of stormwater, but do not reduce the quantity. As a result, these systems are preferred in poorly draining soils or close to building foundations. The Stormwater C.3 Guidebook specifies the exact dimensions, specifications, and recommended species planting list for these systems. The size of these systems is calculated using a flow and volume method per the Stormwater C.3 Guidebook, but usually is around 3% of the impervious area.

Component	Function	Guidance	Illustration
<b>Low-Impact Development &amp; Stormwater</b>			
<p><b>Bio-retention planter (rain garden)</b></p>	<p>Filters stormwater naturally and allows it to soak into soil; reduces demand on storm sewer.</p>	<p>Area should be roughly 3% of the street area (on a typical block, this is roughly the size of 3 parking spaces). May integrate several along one block as opportunities allow. Place at Curb Extensions or in the Planting Strip. Choose bio-retention over bio-filtration when soil is well-drained per a geotechnical investigation. Sizing and design per the Contra Costa County Stormwater C.3 Guidebook.</p>	

Component	Function	Guidance	Illustration
<p><b>Bio-filtration planter (flow-through planter)</b></p>	<p>Filters stormwater naturally before discharging it into the storm sewer.</p>	<p>Area should be roughly 3% of the catchment area (on a typical block, this is roughly the size of 3 parking spaces). May integrate several along one block as opportunities allow. Place at Curb Extensions or in the Planting Strip. Use this option in poorly draining soils per a geotechnical investigation or when within 10 feet of a building. Size and design per the Contra Costa County Stormwater C.3 Guidebook.</p>	 
<p><b>“Signature” bio-retention or bio-filtration</b></p>	<p>Can function as bio-retention, or as flow-through planter. Differs from those in being larger, treating a larger area, and serving as a larger green space with additional functions.</p>	<p>Use this option for treatment to create a focal point or pocket park. Size and design per the Contra Costa County Stormwater C.3 Guidebook.</p>	

Component	Function	Guidance	Illustration
<p><b>Permeable pavers/pavement</b></p>	<p>Allows water to infiltrate through paved area to native soil; reduces demand on storm sewer.</p>	<p><b>Material:</b> Can be pervious concrete, or permeable pavers to better match existing bricks, which can also be colored. May be constructed with an underdrain where native soils are poorly drained. Underdrain may be raised above bottom of reservoir for some storage and to slow water infiltration water following storms.</p> <p><b>Placement:</b> Place in parking lane (pavement) or on sidewalks (pavement or pavers) outside of the main walkway to allow for easier maintenance. Not recommended in travel lanes because the weight of vehicles, especially trucks or heavy vehicles, can damage permeable pavement and increase maintenance costs. Most effective where soil will allow infiltration.</p>	

# 4 Pop-up and Temporary Uses Guidelines

Pop-up and temporary uses can bring vibrancy to an area without a high level of investment or permanent change to the design of multi-use spaces. Concord's Farmers' Market in Todos Santos Plaza, for example, illustrates how these uses can benefit an area. Standards for design and implementation of pop-up and temporary uses will help ensure their ongoing success.

## Design and Implementation

While most public realm investments can take years or even decades from planning to implementation, pop-up and temporary uses can activate the streets nearly overnight. Temporary uses are not only quicker to construct than new development or infrastructure, they also encourage experimentation and imaginative design. They help bring planning for the future from the abstract to the concrete by allowing people to interact with and respond to transformations of the public realm. Further, temporary uses benefit surrounding neighborhoods by spurring economic development and creating fun, relaxing shared spaces.

Creative design is a foundation of pop-up and temporary uses of the street. With temporary uses, communities can suspend the highly functional element of the street in favor of creating a space that is unique and aesthetically appealing. These uses are meant as urban surprises that draw a pedestrian in to linger, socialize, and enjoy the community. By nature, these spaces should be inviting.

Pop-up and temporary uses of the street include:

- Parklets or transformations of parking spaces into public spaces
- Food trucks and other mobile food vendors
- Retail or vending in the public realm or in a shared space on private property
- Bike corrals
- Street redesign
- Public art and performance space

While the various designs of a community use should be unique, some features are consistent. Signage should communicate that the area is available for public use. Like any public space, these spaces should be accessible in compliance with the Americans with Disabilities Act. Also like any use of the public space, temporary uses are required to obtain standard licenses detailed in the City of Concord Municipal Code (mostly covered in Chapters 12.50 and 18.200). Concord can encourage these uses by investigating ways to reduce the number and complexity of licenses, while still ensuring the uses are safe and in the public interest. For temporary uses in the downtown area specifically, the Municipal Code should be updated to allow and even encourage vendors and food vendor group sites to operate.

Description	Size and Type	Locations	Permitting	Maintenance	Photo
<b>Parklets</b>					
<p>Semi-permanent transformations of parking spaces into public spaces</p>	<p>Total dimensions of one or two parking spaces</p>	<p>Parklets are generally located on low speed streets with high pedestrian volumes installed at least fifteen feet from an intersection. They can also be located in driveways with written consent from property owners.</p>	<p>In Concord, the Community and Economic Development Department issues permits for use of the public right-of-way. A vendor operating within a city facility, such as a street, must receive a concessionaire license from the City.</p> <p>Additional permitting could include noticing and insurance requirements. Bay Area cities with parklet programs (San Francisco, Berkeley, and Oakland) have similar requirements for community support in the area surrounding the future parklet. Once community support is demonstrated, parklet applicants are generally required to provide a maintenance plan and to detail a schedule for removal upon permit expiration. Parklet managers are required to carry insurance.</p>	<p>The parklet manager is required to maintain the parklet and the space around it. The parklet itself should be maintained by keeping plants in good health, removing any graffiti, and keeping the structure free of debris, grime, and other litter. Parklets should never impede curbside drainage and the area underneath the structure should be regularly swept and rinsed.</p>	

Description	Size and Type	Locations	Permitting	Maintenance	Photo
<b>Food trucks and other mobile food vendors*</b>					
<p>From the City of Concord Municipal Code:</p> <p><b>Vendor cart.</b> A small non-motorized vehicle equipped with a container(s) for food, wares, or other merchandise, and/or services offered for sale, barter, or exchange.</p> <p><b>Vendor motor vehicle.</b> A motor vehicle from which food items, wares, or other merchandise and/or services are offered for sale, barter, or exchange.</p>	<p>Food trucks: total dimensions of one or two parking spaces; Food carts: necessary sidewalk space while allowing a 3-foot clear path and access to surrounding buildings and utilities</p>	<p>Food vendors are generally located on low speed streets with high pedestrian volumes and parked least fifteen feet from an intersection. Food trucks can also be located in driveways with written consent of the relevant property owners.</p>	<p>For individual uses, the City of Concord Municipal Code would need modification to:</p> <ul style="list-style-type: none"> <li>• Allow vending within the Downtown Pedestrian District</li> <li>• Adjust restrictions on food vendor group site locations (especially regarding proximity of parks and ability to park in or block parking)</li> <li>• Apply temporary uses and structures regulations to vendors</li> </ul>	<p>The food truck or cart manager is required to maintain the truck or cart and the space around it. The vehicle itself should be maintained by properly disposing of waste and keeping the area free of grime, debris, and other litter.</p>	 <p>Source: Karlis Dambrans, 2014 (via Flickr)</p>
<b>Retail or vending in the public realm or in a shared space on private property</b>					
<p>See vendor cart and vendor motor vehicle descriptions above.</p>	<p>A temporary retail structure can be as large or small as the space in which it is located.</p>	<p>Temporary retail can be located on carts, under tents on tables, in parklets, in cargo containers, in vacant buildings, in buildings during off hours, and more.</p>	<p>The City of Concord Municipal Code will need modification to:</p> <ul style="list-style-type: none"> <li>• Allow vending within the Downtown Pedestrian District</li> <li>• Apply temporary uses and structures regulations to vendors</li> </ul>	<p>Like other temporary uses, retail vendors should maintain a debris-free space. The property on which they locate should be in the same condition when they arrive as when they leave.</p>	

\*Individual occurrences are distinct from group events, such as 'Off the Grid,' which are permitted and organized together.

Description	Size and Type	Locations	Permitting	Maintenance	Photo
<b>Bike corrals</b>					
<p>Short-term bicycle parking for numerous bicycles.</p>	<p>Bike corrals can be artistic, unique, and of a variety of sizes or types. With striking design as a priority, bike parking can transform from component to highlight of the street.</p>	<p>Bike corrals can replace vehicle parking or can sit on a sidewalk or walkway large enough to preserve a minimum 3-foot clear path for pedestrians.</p>	<p>Like all bike parking, bike corrals should be located within 50 feet from a building entrance and preferably within view of the entrance.</p>	<p>Bike corrals should be maintained by the City agency that maintains other utilities and features of the public realm.</p>	 <p>Source: VeloBusDriver, 2009 (via Flickr)</p>
<b>Street redesign</b>					
<p>Transformation of the street configuration using temporary materials, such as chalk, cones, potted plants, and seating.</p>	<p>Street redesigns can expand or contract to fit the relevant function and location.</p>	<p>Street redesigns are safest on low traffic but high pedestrian volume streets.</p>	<p>The type of street redesign determines the permitting. Generally, the permitting will follow permitting for other temporary uses of the public realm.</p>	<p>Street redesigns require the same general upkeep during use and upon removal as other temporary uses of the public realm.</p>	 <p>Source: Brian Kusler, 2009 (via Flickr)</p>

Description	Size and Type	Locations	Permitting	Maintenance	Photo
<b>Public art installations and performance space</b>					
<p>A public art installation is any feature meant to enhance the aesthetics of a space as its primary or sole purpose. Performances can include music, theater, dance, magic, or other entertainment.</p>	<p>As small or large scale as can be imagined</p>	<p>Art installations usually benefit from being in the center of a walk space, or at least enabling a 360 degree appreciation. But since art installations can be small or placed on existing components of the street, such as utilities, they can be located anywhere. Performance spaces are slightly less flexible. Music or theater spaces tend to need a projection and a backside space, meaning that they're best organized along wide sidewalks or in parks, as is the Music and Market Series and other festivals in downtown Concord.</p>	<p>The City of Concord Municipal Code would likely classify performances under a Major Temporary Use and would require an administrative permit. Permitting for public art installations would vary widely depending on the purpose, size, and location of the installation.</p>	<p>Art installations and performance spaces require the same general upkeep during use and upon removal as other temporary uses of the public realm.</p>	

\*Individual occurrences are distinct from group events, such as 'Off the Grid,' which are permitted and organized together.



Concord Farmers' Market

# 5 Accessibility Guidelines

Sidewalks and street crossings are used by a broad cross-section of users and should be designed to accommodate these users' broad range of needs. In fact, all road users are at some point pedestrians crossing or walking along sidewalks.

Pedestrians encompass all ages and mobility needs, including people with visual or hearing impairments, people in wheelchairs or using other mobility devices, and people with strollers or carts. Pedestrians range in age from children to the elderly, and have varying walking speeds. Good design can be the first step in creating public spaces accessible to everyone. This chapter highlights issues of particular importance for public realm accessibility and elaborates on information provided in the Components of the Street section.

## Overview

This section of the Design Guidelines aims to emphasize a commitment to accessible design in the design of the study corridors. The basic requirements for accessible design on streets and sidewalks are governed by the Americans with Disabilities Act (ADA). All design elements should conform to California Title 24 Chapter 11B: Accessibility to Public Buildings, Public Accommodations, Commercial Buildings, and Publicly Funded Housing. The US Access Board also provides guidelines and standards for the design and implementation of accessible routes.

## Sidewalks and Crossings

### **STANDARD: PEDESTRIAN THROUGHWAY MINIMUM CLEAR PATH**

4 feet (Legal requirement)  
5 feet (Recommended)

The minimum clear path along the sidewalk should be of consistent texture and color, ideally with no cross-slope, and should not be interrupted by driveways. A 5-foot minimum is recommended to allow passing wheelchair users.

### **STANDARD: PEDESTRIAN CROSSWALK REFUGE ISLAND DIMENSIONS**

4 feet long by 3 feet wide

If the island is raised, it should have ramps on either side.

### **STANDARD: MINIMUM VERTICAL CLEARANCE ABOVE SIDEWALK**

80 inches (84 inches recommended)

### **STANDARD: MAXIMUM PROTRUSION INTO CLEAR VERTICAL AREA**

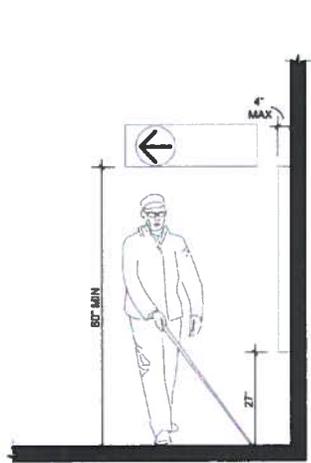
4 inches (except post-mounted objects)

### **DISCUSSION**

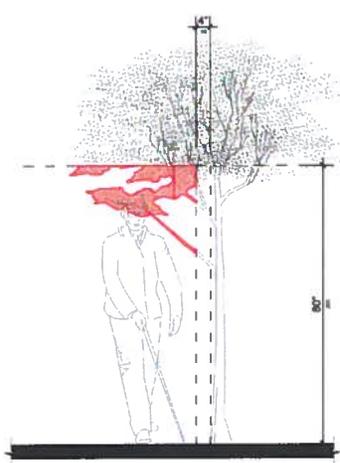
Sidewalks should be kept clean and clear of obstructions, including the sidewalk surface itself (such as heaving from tree roots) and on top of the surface (such as brush and other debris). Per the City of Concord Municipal Code, maintenance of the sidewalk is the responsibility of any property owner whose property is adjacent to or fronts the sidewalk. This responsibility encompasses maintenance of all sidewalk conditions.

Paving surfaces should designate the clear path using different colors and textures from the furnishings zone, where parking meters, signs, utilities, street furniture, and other obstructions may be located. The clear path should be a smoother texture than the adjacent areas.

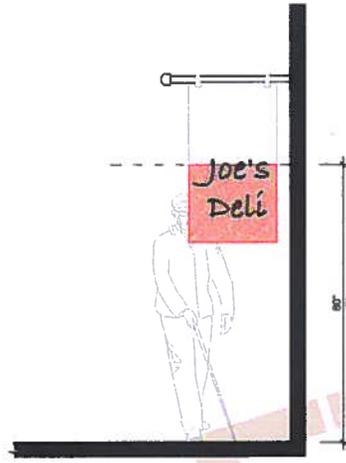
Additionally, the space above the sidewalk should be kept clear, for a minimum of 80 inches above the ground. Objects should not protrude more than four inches into this area above the sidewalk (except post-mounted objects). Examples of elements that should be kept clear of the walkway include: tree branches, leaning tree trunks, signage, awnings, lights, utilities, planter boxes, and street furniture.



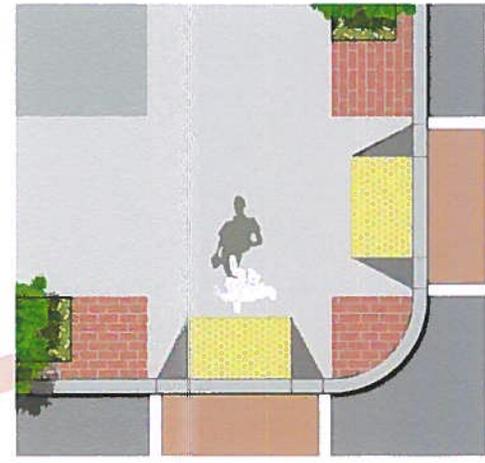
Basic vertical clearance dimensions



Example: Tree limbs violate vertical protrusion standards



Example: Sign violates vertical protrusion standards



Ideal curb ramp arrangement: separate ramps in the direction of travel

Where tree grates extend the clear path, they must be flush with sidewalk and tree limbs should be kept clear of the vertical clear area.

## Curb Ramp Standards and Placement

**STANDARD: MAXIMUM CURB RAMP SLOPE**  
8.3%

Ramps should be installed at any pedestrian crossing. In the direction of pedestrian travel, the ramp should be as gradual as possible, with a slope of 8.3% at most.

**STANDARD: CURB RAMP MINIMUM WIDTH**  
4 feet, 2 inches wide

Minimum width does not include the portions of the ramp perpendicular to pedestrian travel where the sidewalk transitions into the ramp (flared sides).

**STANDARD: MAXIMUM CURB RAMP CROSS SLOPE**  
2.0%

The cross slope is the slope perpendicular to pedestrian travel. In other words, the path should not be angled toward or away from the building edge.

**PREFERRED: CURB RAMP TYPE**  
Perpendicular curb ramps in direction of travel

### DISCUSSION

A sidewalk or curb ramp allows pedestrians with strollers or carts and people in wheelchairs or with other mobility devices to safely transition from the sidewalk to a crosswalk. Ramps should alert pedestrians of roadway crossings and guide them safely into the crosswalk. The ramp should have truncated domes, yellow in color, extending the full width and depth of the ramp, not including the flared sides. On corners with more than one connected crosswalk, a ramp should be installed for each crosswalk. The preferred ramp alignment is perpendicular to curb with the slope toward the crosswalk. Although legally permissible, diagonal ramps angled into the center of the intersection are not recommended.

To assist low vision and blind pedestrians, the finish texture of the clear walk area of the sidewalk paving should extend to the curb ramp, and dark gray integral color paving should be used surrounding curb ramps to create a high visible contrast with the truncated domes.

## Pedestrian Signals and Pushbuttons

### STANDARD: CROSSING PUSHBUTTON LOCATION AND ORIENTATION

Adjacent to curb ramp, oriented parallel to direction of travel



Crossing pushbutton parallel to direction of travel.

### STANDARD: CROSSING PUSHBUTTON HEIGHT (MAXIMUM)

3 feet 6 inches

### DISCUSSION

Ideally, every signalized intersection will have an automatic pedestrian walk signal. However, crossings that do not should have a pushbutton to activate a pedestrian crossing signal. All intersections with pedestrian crossings should have a uniform auditory communications system that alerts pedestrians to the signal cycle. Auditory signals enhance safety and accessibility for all pedestrians, especially those with visual impairments.

Pedestrian crossing pushbuttons should be located as close to each curb ramp as possible without interfering with the clear path and should also be no more than three and a half feet tall.

The control face of the button should be parallel to the direction of the crosswalk to make clearer which crosswalk signal the button activates. The alignment of the front face of the pushbutton should establish an alignment within the width of the crosswalk.

The pushbutton should activate the auditory signal, which should be amplified from the pushbutton unit itself, and should articulate the different cycles of walk or wait. The 'wait' cycle signal is to help the blind and visually impaired to locate the crosswalk and pushbutton. The pushbutton, when pushed and held, should identify the street that can be crossed and the parallel street (for instance: "Crossing Concord Boulevard along Grant Street"). The pushbutton should vibrate and illuminate when it is time to cross, and the audible signal should be distinct from the wait cycle signal.

## Street Furniture Considerations

### **STANDARD: BENCH AND SEATING SETBACK FROM CLEAR PATH**

18 inches

Street furniture should not obstruct pedestrian travel. The clear path should remain clear surrounding street furniture. Place benches and other seating elements 18 inches offset from the minimum clear path so that legs, feet, and bags do not extend into the clear path.

### **STANDARD: TABLE DIMENSIONS**

Tabletop height: 28 to 34 inches  
Knee clearance: 27 inches under table

Tables should be of appropriate height for wheelchair users and have sufficient knee room.

### **STANDARD: DRINKING FOUNTAIN MAXIMUM HEIGHT**

36 inches

Drinking fountains should be low enough for wheelchair users to reach.

### **DISCUSSION**

Where possible, alert pedestrians to the presence of street furniture via a change in ground material, and select street furniture colors that contrast with the sidewalk surface. Public realm seating should accommodate wheelchair parking. Transit shelters should include wheelchair space next to the bench.

## Accessible Parking Standards

### **STANDARD: ACCESSIBLE PARKING SPACE GENERAL LOCATION**

Adjacent to intersection curb ramp, back of space nearest curb ramp

Parallel parking: when used on one-way street, preferred location is on right side of street

### **STANDARD: MAXIMUM SLOPE**

8.3%

### **STANDARD: MAXIMUM CROSS SLOPE**

2.0%

### **DISCUSSION**

Accessible parking spaces should be located considering ease of access to curb ramps and minimizing the user's interaction with traffic in the roadway. Locate spaces next to curb ramps, with the back of the space nearest the ramp so that a person using a back lift can avoid traveling around the vehicle, and into the street.

Accessible parking cannot be located within tow zones (including but not limited to street cleaning and parking zones converted to drive lanes at commute hours).

Accessible parallel parking must provide a clear aisle to ensure that people using side lifts can exit safely, out of bicycle and vehicle lanes.

Accessible parking areas can only be located on streets with slopes of less than 8.3%, and cross slopes less than 2%.

Refer to California Title 24, Chapter 11b, Section 502 Parking Spaces for specific requirements for accessible diagonal and perpendicular parking spaces and accessible loading zones, including signage, street markings, and painted curbs.

# 6 Implementation

The design concept established by the Design Guidelines will be implemented incrementally, in combination with other projects and as the City identifies funding sources. This section describes the implementation process, setting priorities for projects with parameters that allow for flexibility.

Prioritizing projects helps distinguish between projects that should be pursued now and those that can be implemented as funding becomes available. In addition to setting priorities, a successful Corridors Plan implementation will:

- Identify funding sources early;
- Budget for appropriate technical work;
- Integrate projects into the Capital Improvements Plan;
- Set a guide for internal governmental collaboration so that all departments are at the table from the start; and
- Coordinate with General Plan and Downtown Specific Plan implementation, so when development begins, funds can be most usefully applied.

With these guidelines, downtown improvements will fit the overall community vision. Projects implemented opportunistically as funding arises will contribute to the overall design vision.

## Project Timeline

Although all projects identified in the conceptual design of the Downtown Corridors are coordinated, projects vary in importance and in the process needed to complete them. Projects updating existing features that are generally adequate should have lower priority. In general, the City will prioritize projects that:

### 1. Close network gaps

- Example: Finalize the Citywide Bicycle and Pedestrian Safe Routes to Transit plan to create a continuous bike network

### 2. Require further technical study

- Example: Plan a downtown shuttle bus service

### 3. Address elements not up to code or best practices

- Example: Rebuild curb ramps to be accessible to pedestrians of all abilities

### 4. Involve community consensus

- Example: Permit temporary uses, which are often community-led, in public spaces

## Short-term projects

There are two types of short-term projects. “Near-term” projects are relatively easy to implement and can have a high impact. “Get started” projects are the first stages of high priority projects with a multi-year implementation timeline, thus benefitting from an early start.

### SHORT-TERM PROJECTS INCLUDE:

- Finalize the Citywide Bicycle and Pedestrian Safe Routes to Transit plan that includes a complete bicycle network and facilities.
- Finalize and implement bicycle facilities striping.
- Begin installing or upgrading pedestrian-scale lighting.
- Update City Municipal Code to allow vendors and food vendor group sites in the downtown area, including the Downtown Pedestrian District surrounding Todos Santos Plaza.
- Conduct an area-wide traffic study to better understand multimodal volumes in downtown.
- Collaborate with the ADA Coordinator to replace and upgrade ramps, signals, and other mobility features consistent with the ADA Transition Plan.
- Begin detailed design for long-term bicycle improvements, including selected curb bulb-out removal and/or curb reconstruction.
- Install benches and trash bins for bus stops where missing.
- Complete a feasibility study for a downtown shuttle.
- Review existing City records for geotechnical reports for the downtown area to prepare for LID and green infrastructure.
- Conduct a geotechnical and utilities survey of ground conditions to show suitability for LID and green infrastructure.

## Mid- and Long-term projects

There are three types of mid- and long-term projects. Some projects continue those started earlier on. For example, installation of a uniform auditory communications system at downtown intersections could be phased according to a replacement plan formulated in the short-term. Second, projects can be upgraded from interim to permanent solutions, such as replacing street tree mulching with permanent tree grates. Finally, lower priority projects that require less advance planning, such as a utility box art program, can be implemented in the mid- or long-term timeframe.

### MID-TERM PROJECTS INCLUDE:

- Upgrade bicycle facilities and add physical buffers where not possible initially.
- Begin installation of updated ramps, signals, and other mobility features per the ADA Transition Plan.
- Reconstruct corner radii at key pedestrian intersections to narrow crossing distances and to provide separate curb ramps in the direction of pedestrian travel.
- Repair/replace crosswalks and begin adding decorative and high-visibility crosswalks.
- Add or replace planters and other informal landscaping.
- Create utility box art program.
- Add retrofit tree grates to existing tree wells.
- Create comprehensive wayfinding program.

### LONG-TERM PROJECTS INCLUDE:

- Finish installing accessible ramps and signals, as necessary.
- Repair and reconstruct sidewalks as necessary to remove heaving and create a consistent clear pathway.
- Install low-impact landscaping and features that help mitigate stormwater runoff.
- Plant formal landscaping, including street trees where lacking.
- Upgrade bus stops to bus shelters where appropriate.
- Finish installing decorative and high-visibility crosswalks.
- Upgrade street furniture.
- Implement wayfinding program.

### Implementation Process

Before any City department begins a project in the public realm downtown, it should be reviewed for consistency with the Downtown Corridors Plan. Ideally, all City departments should also coordinate with the Planning Division when designing a new downtown project to ensure that improvements contribute to the overall vision for the area and that complementary or coinciding projects are identified.

## Funding Sources

All projects should be added to the Capital Improvement Plan so when project designs are completed they can be funded and implemented. While outside grants and developer impact fees will fund the majority of projects, some projects could be funded within the CIP under storm drainage zones, traffic mitigation, or the general fund. The table on page 48 lists potential funding sources.

Additionally, the City also has an opportunity to fund improvements to Oak Street between Mt. Diablo Street and Galindo Street as part of an expected development agreement for the Oak Street West parcel that is expected to be transferred to the City from the Successor Agency to the Concord Redevelopment Authority.

## Funding Sources

Funding Program	Program Description	URL
<b>California Gas Tax</b>	The state charges 39.5 cents per gallon of gasoline that is used by local jurisdictions for transportation-related projects and maintenance.	<a href="http://www.sco.ca.gov/Files-AUD/gas_tax_guidelines.pdf">http://www.sco.ca.gov/Files-AUD/gas_tax_guidelines.pdf</a>
<b>California Infrastructure State Revolving Fund Loan Program</b>	Street redesigns can expand or contract to fit the relevant function and location.	<a href="http://www.ibank.ca.gov/infrastructure_loans.htm">http://www.ibank.ca.gov/infrastructure_loans.htm</a>
<b>Caltrans Sustainable Transportation Planning Grant Program</b>	This grant program is available to government entities at all levels to plan and implement transport projects that enhance safety, sustainability, or efficiency. The funding cycle begins during the summer with a late fall or early winter deadline.	<a href="http://www.dot.ca.gov/hq/tpp/grants.html">http://www.dot.ca.gov/hq/tpp/grants.html</a>
<b>Clean Water State Revolving Fund</b>	The EPA partners with states to administer funds for water quality projects, including local infrastructure and other projects that lead to better local or regional water quality.	<a href="http://www.epa.gov/cwsrf">http://www.epa.gov/cwsrf</a>
<b>Impact fees from downtown development</b>	As new development is proposed, fees that fund multimodal projects consistent with the guidelines can help mitigate traffic and environmental impacts. For instance, the City should take advantage of development on the vacant parcel at Oak Street and Galindo Street to help fund streetscape improvement projects.	<a href="http://www.cityofconcord.org/page.asp?pid=5123">http://www.cityofconcord.org/page.asp?pid=5123</a>
<b>One Bay Area Grant (OBAG) Program Round 2</b>	The call for projects for the second round of OBAG grants begins in Spring 2016 and continues through January 2017.	<a href="http://www.mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2">http://www.mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2</a>
<b>PeopleForBikes Community Grant Program</b>	With a minimum 50% match, a range of bicycle and active transportation projects can receive funding for construction.	<a href="http://www.peopleforbikes.org/pages/community-grants">http://www.peopleforbikes.org/pages/community-grants</a>
<b>Transportation Development Act (TDA 3)</b>	Article 3 provides funds to counties via metropolitan planning organizations to grant funds for bicycle and pedestrian facilities.	<a href="http://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/transit-21st-century/funding-sales-tax-and-0">http://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/transit-21st-century/funding-sales-tax-and-0</a>
<b>Bicycle Voucher Program (Transportation Fund for Clean Air)</b>	The Bay Area Air Quality Management District administers an annual voucher program for bike parking for installations from a pre-approved vendor list. Each applicant may receive a maximum of \$15,000 per year.	<a href="http://www.baaqmd.gov/grant-funding/public-agencies/brvp">http://www.baaqmd.gov/grant-funding/public-agencies/brvp</a>
<b>Urban Greening Grant Program</b>	Using cap and trade funds, this program funds plans and projects that “reduce energy consumption, conserve water, improve air and water quality, and provide other community benefits.”	<a href="https://www.sgc.ca.gov/s_uggprogram.php">https://www.sgc.ca.gov/s_uggprogram.php</a>

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# Memorandum

# ARUP

To Joan Ryan

Date  
November 6, 2015

Copies

Reference number  
242935

From Dahlia Chazan

File reference

Subject Downtown Corridors Plan: Community Workshop 1

## 1 Downtown Corridors Workshop Summary

On November 2, 2015, the City of Concord and Arup held the first Downtown Corridors Community Workshop at Salvio Pacheco Square. The purpose of the meeting was to gain input into the opportunities and constraints in designing the public right-of-way along Salvio Street, Grant Street, and Oak Street in the downtown area. Eleven community members attended the meeting.



The meeting kicked-off with a welcome from Project Manager Joan Ryan. Following the welcome, Dahlia Chazan with Arup gave an overview of the Downtown Corridors Plan study area and goals. After the opening remarks, attendees asked questions and provided comments at the following stations:

1. Downtown Specific Plan: Experiencing the New Downtown
2. Ongoing Projects in Downtown Concord
3. Existing Conditions: Pedestrians
4. Existing Conditions: Bicycles
5. Existing Conditions: Autos & Transit
6. Street Furniture and Design Inspiration



## 2 What We Learned

1. Improving bicycle facilities is a priority. Preferences include:
  - a. Bike lanes protected from vehicle traffic by a parking lane or planter boxes
  - b. Bike lanes or "super sharrows" on the streets bordering Todos Santos Plaza

# Memorandum

- c. Bicycle detection at corridor intersections
  - d. Unique, artistic bike racks in highly visible locations
  - e. Priority to bicyclists and pedestrians on Grant Street
2. Designing for greater safety is important, with priorities such as:
- a. Safe passage surrounding BART parking lots
  - b. Angled parking on Salvio and Broadway Streets to slow traffic
  - c. Street furniture and landscaping planters with rounded edges
  - d. Better, brighter lighting that is closer to the sidewalk
  - e. Holistically improving safety for Todos Santos Plaza workers and visitors
3. Street furniture should be unique and consistent. Examples include:
- a. Ornate lighting fixtures
  - b. Trash cans that accommodate recycling
  - c. Parklets and other active, temporary uses
  - d. Chess, checker boards, and other integrated board games
  - e. Public restrooms at Todos Santos Plaza
  - f. Transformation of the decomposed granite on Grant Street into a designed space
  - g. Clearer wayfinding signs and fixtures
4. Community members support narrowing Grant Street.
5. Greater connectivity between Todos Santos Plaza and nearby destinations could help activate the downtown.



# Memorandum

# ARUP

To	Joan Ryan	Date	February 16, 2016
Copies		Reference number	242935
From	Dahlia Chazan, Tim Bates	File reference	
Subject	Downtown Corridors Plan: Public Meeting 2		

## 1 Downtown Corridors Meeting Summary

On February 10, 2016, the City of Concord and Arup held the second Downtown Corridors Public Meeting at the Concord Senior Center, a joint event with the related Downtown Bicycle Lanes project. The purpose of the meeting was to gain input into design guidelines for the public right-of-way along the Salvio Street, Grant Street, and Oak Street corridors in the downtown area.



These two projects are related but distinct: the Downtown Corridors project will focus on the overall design of the public realm along the three corridors, while the Downtown Bicycle Lanes project will deliver lane designs for several streets downtown, including portions of Grant Street. The Downtown Corridors plan will provide input to the Downtown Bicycle Lanes project.

The meeting kicked-off with a welcome from Downtown Corridors Project Manager Joan Ryan. Following the welcome, Dahlia Chazan with Arup gave an overview of the Downtown Corridors Plan study area, goals, existing conditions, and design guidelines. Then, Downtown Bicycle Lanes project manager Jeff Rogers summarized that project's initial designs. After the opening remarks, attendees asked questions and provided comments at the following stations:

- Downtown Bike Lanes project initial designs
- Downtown Corridors Plan
  - Zone 1: Salvio West
  - Zone 2: Todos Santos Plaza
  - Zone 3: Central Grant
  - Zone 4: Oak Street/BART Access

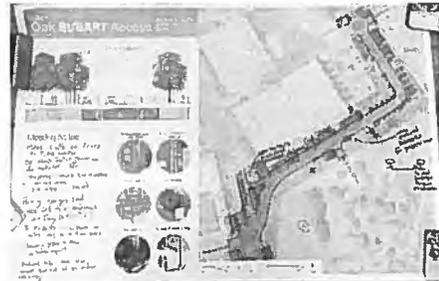


# Memorandum

## 2 What We Learned

---

1. Building high quality bicycle facilities is a top priority.
  - a. Buffered bike lanes that provide physical protection are preferred, and space for buffers should be reserved where possible.
  - b. Attendees encouraged replacing bicycle “sharrows” with separate bicycle facilities, or the use of “super sharrows” at a minimum.
  - c. Commenters expressed support for bike lanes – or at least conflict zones – to be painted green.
  - d. Wayfinding to destinations, including to bike parking, is needed.
  - e. Bicycle sensors are needed.
  - f. Opinions regarding curb bulb-outs were mixed. Attendees called for them to be either designed as places for people or to be removed in favor of better bicycle facilities.



2. The community wants a more inviting pedestrian environment downtown.
  - a. Attendees called for crosswalks with automated pedestrian signals and pedestrian sensors.
  - b. Attendees supported additional landscaping, rain gardens, and better maintenance for planter boxes and street trees.
  - c. Several commenters noted that sidewalks should be wider throughout the corridors.
  - d. Narrower lanes and raised and/or wider crosswalks could slow traffic and improve pedestrian safety.



3. On-street parking can be a resource for protecting bicyclists and pedestrians.
  - a. On-street parking was a lower priority for many attendees compared to bike lanes.
  - b. If on-street parking is to remain, use it as a protective buffer between bike lanes and vehicle travel lanes – such as on Grant Street near the BART station.



# Memorandum

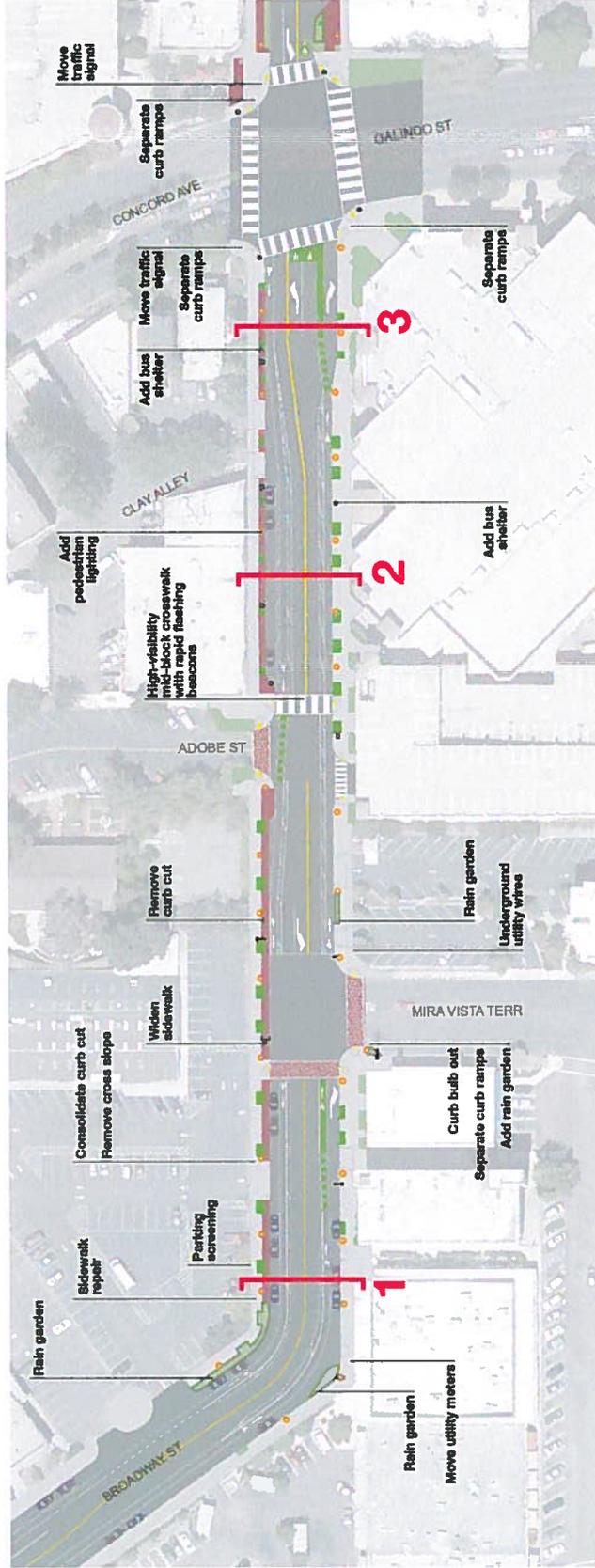
- c. Diagonal parking could act as a traffic calming mechanism, particularly on Salvio Street west of Galindo.
- 4. Enhancing the vibrancy of Todos Santos Plaza is a priority.
  - a. The community called for more park and pedestrian amenities such as bathrooms, chess/checker tables, and midblock crossings.
  - b. A pedestrian mall (in which no motor vehicle traffic is allowed) on the streets surrounding Todos Santos Plaza could enliven the space for bicyclists and pedestrians.
  - c. Attendees expressed trepidation that the pending redevelopment of the Chevron building could draw activity away from the existing downtown area.

# Salvio West DRAFT

## HIGHLIGHTS

- Widen sidewalk on north side (Broadway to Adobe Street)
- Add mid-block crossing at Adobe Street
- Add buffered bicycle lanes
- Remove parking on south side from Mira Vista Terrace to Galindo Street
- Add curb bulb out - SW corner of Salvio Street at Mira Vista Terrace
- Add pedestrian lighting

- Legend**
- Brick
  - Concrete sidewalk
  - Street
  - Landscape/planting
  - Rain garden
  - Tree well
  - Truncated domes
  - Lights - existing
  - Lights - new
  - Bollard - illuminated
  - Bollard



1. Salvio Street at Broadway



2. Salvio Street at Adobe Street



3. Salvio Street at Galindo Street



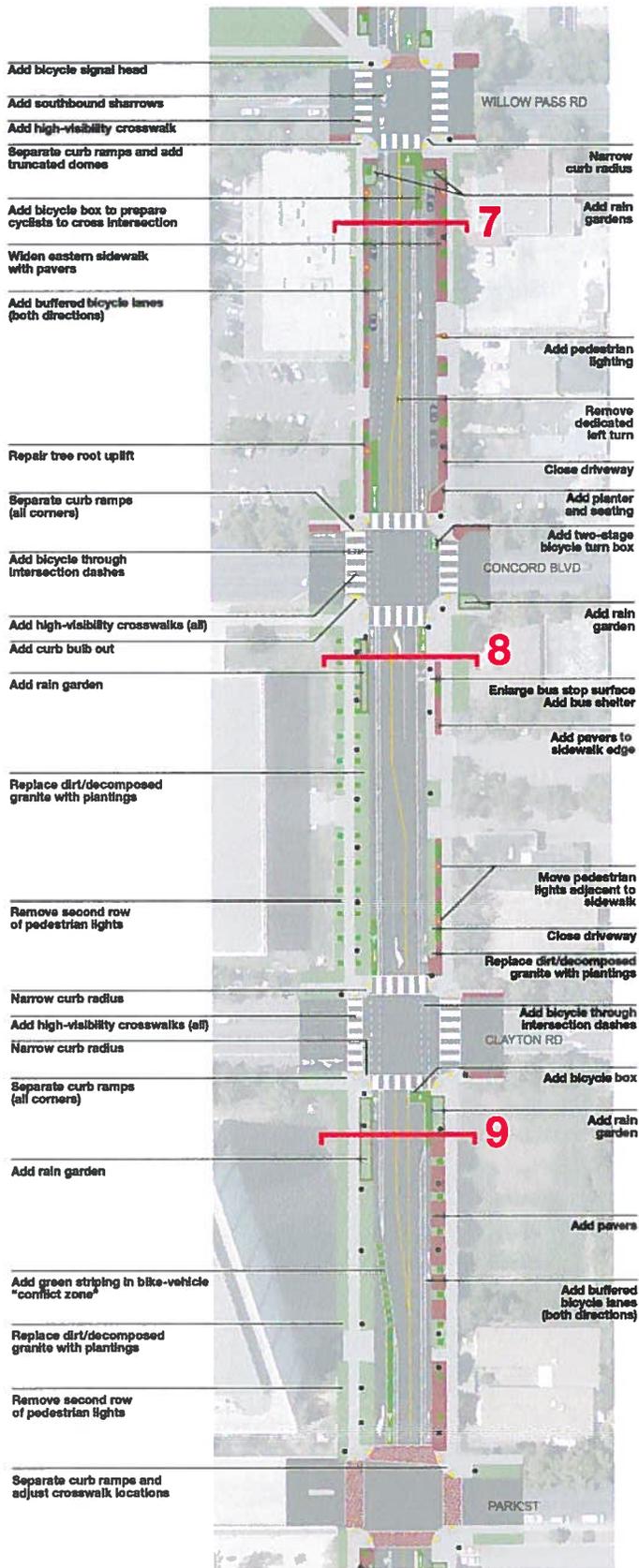


# Central Grant

## DRAFT

### HIGHLIGHTS

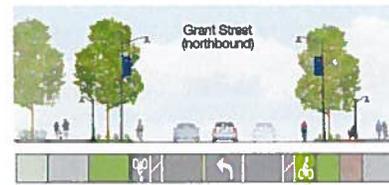
- Add buffered bicycle lanes
- Add NB bicycle box at Willow Pass Rd
- Add curb bulb out to Concord Blvd - SW corner
- Narrow curb radius at Willow Pass Rd - SE corner
- Narrow curb radii at Clayton Rd - NW, SW corners
- Replace decomposed granite
- Add pedestrian lighting
- Add high-visibility crosswalks



### 7. Grant Street (Willow Pass Rd to Concord Blvd)



### 8. Grant Street (Concord Blvd to Clayton Rd)



### 9. Grant Street (Clayton Rd to Park St)



### Legend

- Brick
- Concrete sidewalk
- Street
- Landscape/planting
- Rain garden
- Tree well
- Truncated domes
- Lights - existing
- Lights - new
- Bollard - illuminated
- Bollard



Conceptual Design Illustration  
DRAFT 4/22/2016

Concord Downtown  
Corridors Plan

DRAFT Conceptual Design  
4/22/2016

Arup





**REPORT TO DESIGN REVIEW BOARD**

DATE: May 12, 2016

**I. GENERAL INFORMATION**

**Project Name:** Kamyshin Minor Hillside Development Design Review (PL15005 - DR)

**Review Status:** Final Design Review

**Location(s):** 3687 Treat Blvd

**Parcel Number(s):** APN 130-230-044

**General Plan:** Rural Residential

**Zoning:** RR-15 (Single Family Residential; 15,000 sq. ft. minimum lot size)

**Applicant:** Vladimir Kamyshin  
5717 Robertson Avenue  
Carmichael, CA 95608

**Vicinity Map:**



## II. PROJECT BACKGROUND

On October 22, 2015, the Board conducted a study session with the applicant to review the south and west building elevations in response to the Board's previous comments regarding the use of the Red Western Cedar siding, window placement, and the hip and gable roof elements. The changes included the removal of the cedar siding and replacement with a stucco finish and modifications to the window placement on the west elevation and the elimination of the hipped roof in favor of a gabled roof on the south elevation.

The Board conducted Final Design Review on March 10, 2016, and noted the roof plan, floor plan and elevations were inconsistent with one another and requested the applicant revise the roof plan to be consistent with the other drawings.

This application is for Final Design Review. The Board's comments will be incorporated into conditions of approval that are forwarded to the Zoning Administrator as part of the Hillside Development Plan.

## III. DISCUSSION

Revised plans (Exhibit A) were submitted on March 22<sup>nd</sup>. The Board's March 10<sup>th</sup> comments are summarized below in italics followed by an explanation of the applicant's response, and staff's recommendations. Exhibit B provides revised photo-simulations.

*1) Revise plans, as needed, to ensure internal consistency.*

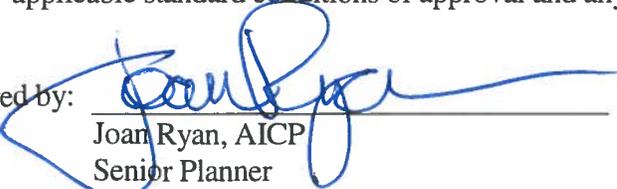
The plans have been revised to address internal consistency. For example, the roof angles shown on the site plan (sheet A0.0) and roof plan (A2.2) are now consistent with the floor plan (A3.1/A3.2), and conceptual renderings (sheet A0.2).

## IV. SUMMARY AND MOTION

Staff finds the revised plans respond to the Board's comments and recommends design approval. Staff has prepared the following motion for the Board's consideration for the project.

I (Board Member \_\_\_\_\_) hereby move that the Design Review Board recommend approval of Kamyshin Minor Hillside Development Plan Design Review (PL15005 – HM, DR), subject to all applicable standard conditions of approval and any additional recommendations of the Board.

Prepared by:

  
Joan Ryan, AICP  
Senior Planner  
(925) 671-3370

[joan.ryan@cityofconcord.org](mailto:joan.ryan@cityofconcord.org)

Exhibits:

- A- Revised project plans, date-stamped received March 22, 2016
- B- Photo simulations date-stamped received April 28, 2016

**DAVID KESLER**  
ARCHITECT

4739 25th STREET  
SAN FRANCISCO CA  
94114  
E-FA 415 288 2332

NO.	DATE	DESCRIPTION
01	11.17.14	PLANNING
02	08.02.15	PLANNING
03	08.28.15	PLANNING
04	01.17.16	PLANNING
05	08.12.16	PLANNING

CONTRACTOR SHALL VERIFY THE PROPERTIES OF ALL MATERIALS AND METHODS OF CONSTRUCTION TO BE USED IN THE PROJECT.

NOTE: THIS IS A 1 STORY TYPE VB NEW SINGLE FAMILY DWELLING

NOTE: ALL ROOFING TO BE INSTALLED BY LICENSEDCERTIFIED ROOFING SUBCONTRACTOR ANY AND ALL PROBLEMS/QUESTIONS AND DISCREPANCIES ASSOCIATED WITH ROOFING TO BE BROUGHT TO THE ATTENTION OF THE OWNER/CONTRACTOR AND ARCHITECT AND TO BE RESOLVED BY A LICENSEDCERTIFIED ROOFING SUBCONTRACTOR

**PLANNING APPLICATION**

SCOPE OF WORK  
THESE DRAWINGS DESCRIBE A NEW ONE STORY SINGLE FAMILY RESIDENCE AT 3687 TREAT BLVD IN CONCORD CALIFORNIA ON A 18.2% SLOPE. THE PROJECT CONTAINS ARCHITECTURAL PLANS AS PART OF THIS PLANNING APPLICATION.

**APPLICABLE BUILDING CODES**

THE FOLLOWING CODES AS AMENDED BY THE CITY OF CONCORD, ARE APPLICABLE TO THIS PROJECT:  
2013 CALIFORNIA BUILDING CODE  
2013 CALIFORNIA MECHANICAL CODE  
2013 CALIFORNIA ELECTRICAL CODE  
2013 CALIFORNIA BUILDING ENERGY EFFICIENCY STANDARDS

**PROJECT TEAM**

PROPERTY OWNER  
VLADIMIR KAMYSHIN  
GOLDLINE INVESTMENT  
1-916-808-8628

ARCHITECT  
DAVID KESLER ARCHITECT  
4739 25th Street SF CA 94114  
510 710 7910  
david@servitkessler.com

STRUCTURALENGINEER  
TBD

PROJECT DESCRIPTION  
**COVER SHEET & SITE PLAN**

JOB NUMBER	3687 TREAT
SCALE	AS NOTED
DATE	08/21/15
DRAWN BY	DAK
CHECKED BY	DAK
CAD TITLE	3687 TREAT
PROJECT NUMBER	

**A0.0**

**DRAWING INDEX**

ARCHITECTURAL  
A0.0 COVER SHEET  
A0.1 SITE PLAN  
A1.1 ELEVATIONS  
A2.1 ELEVATIONS  
A3.2 ELEVATIONS

**VICINITY (CONCORD ZONING)**



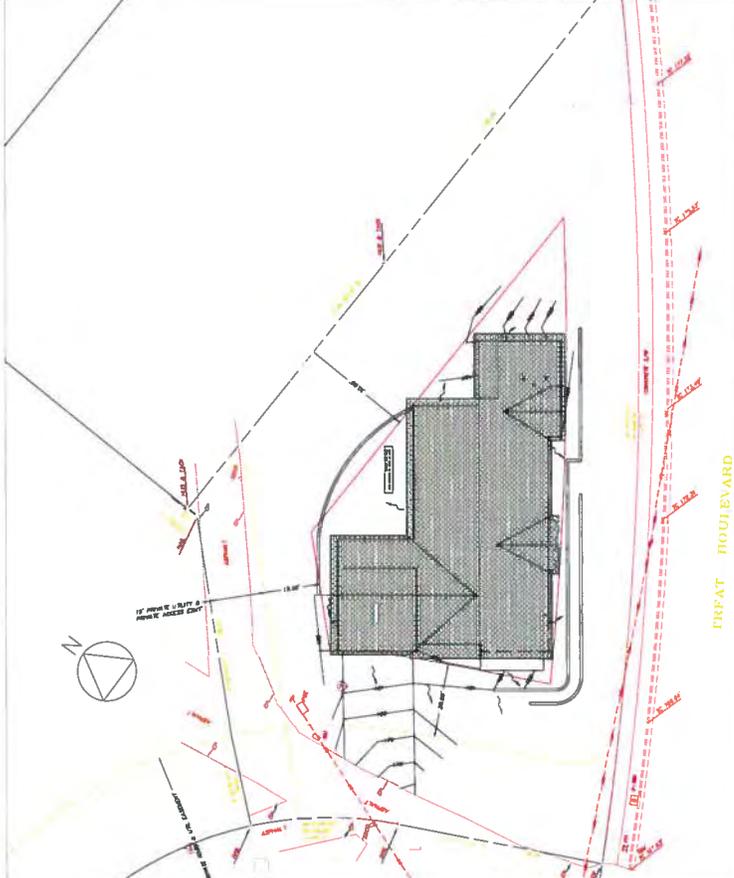
SITE LOCATION  
3687 TREAT BLVD, CONCORD, CA



**SQUARE FOOTAGE SUMMARY**

	TO OUTSIDE EXT WALL
FIRST FLOOR - HABITABLE	3048 SF
GARAGE	458 SF
FIRST FLOOR - GARAGE	3504 SF
AVERAGE SLOPE	23.2 %
TOTAL	18,704 SF
LOT AREA	25 %
FOOTPRINT	3408 SF
LOT COVERAGE	18.2 % PROPOSED

**SITE AND ROOF PLAN**



**GENERAL CONDITIONS**

1. PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL CONDUCT A PRE-CONSTRUCTION MEETING ON SITE TO ARRANGE JOB SCHEDULING WITH THE OWNER'S REPRESENTATIVE, ARCHITECT AND CLIENT.
2. THE CONTRACTOR SHALL SCHEDULE AND COORDINATE ALL WORK WITH UNLESS NECESSARY WORK.
3. THE CONTRACTOR SHALL MAKE NECESSARY CHANGES, INCLUDING REMOVAL, REINSTALLATION OF MATERIALS AT HIS SOLE EXPENSE, IF HE FAILS TO CHECK WITH THOSE DOING OTHER WORK AND HIS INSTALLED WORK IS LATER FOUND TO INTERFERE WITH SUCH WORK.
4. WHERE WORK OF ONE TRADE JOINS OR IS ON OTHER WORK, THERE SHALL BE NO DISCREPANCY WHEN SAME IS COMPLETED. DISCREPANCIES SHALL BE CORRECTED IMMEDIATELY. UNLESS OTHERWISE SPECIFIED, ALL WORK SHALL BE MAINTAINED UNTIL THE PROJECT OR PROJECT SCHEDULE.
5. THE EXISTING CONDITIONS IN THE CONSTRUCTION DOCUMENTS ARE TO BE MAINTAINED UNLESS OTHERWISE SPECIFIED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL FIELD CONDITIONS AND SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT BEFORE PROCEEDING WITH ANY WORK.
6. THE CONTRACTOR SHALL PROVIDE STRICT CONTROL OF JOB CLEARANCE, PREVENT DUST AND DEBRIS FROM EMANATING FROM CONSTRUCTION AREA BY CONSTRUCTION OF DUST BARRIERS AS MAY BE REQUIRED BY THE SCOPE OF WORK.
7. THE CONTRACTOR SHALL PATCH & REPAIR ALL FIRE PROOFING DAMAGE INCURRED DURING CONSTRUCTION. THE CONTRACTOR SHALL PROTECT ALL PENETRATIONS THROUGH UNFINISHED ASSEMBLIES SPECIFIED IN THE WORK DESCRIBED IN THESE DOCUMENTS.
8. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS AND CONDITIONS AT THE BUILDING BEFORE ORDERING MATERIAL OR DOING ANY WORK. IF ANY MEASUREMENTS OCCUR, THE CONTRACTOR SHALL NOTIFY THE ARCHITECT IMMEDIATELY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING CLARIFICATION FROM THE ARCHITECT IMMEDIATELY. FAILURE TO OBTAIN CLARIFICATION MAY RESULT IN THE WORK BEING REJECTED & CORRECTED AT NO COST TO THE PROJECT OR DELAY IN THE PROJECT SCHEDULE.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CHECKING CONTRACT DOCUMENTS, FIELD CONDITIONS AND DIMENSIONS FOR ACCURACY. IF THERE ARE ANY QUESTIONS REGARDING THESE OR OTHER COORDINATION QUESTIONS, THE CONTRACTOR SHALL SUBMIT THEM TO THE ARCHITECT TO OBTAIN CLARIFICATION. THE CONTRACTOR SHALL NOT PROCEED WITH THE WORK UNTIL THE CLARIFICATION FROM THE ARCHITECT IS RECEIVED. FAILURE TO OBTAIN CLARIFICATION MAY RESULT IN THE WORK BEING REJECTED AND CORRECTED AT NO COST TO THE PROJECT OR DELAY IN THE PROJECT SCHEDULE.
10. CONTRACTOR SHALL MARK LOCATIONS OF PARTITIONS AND DOORS FOR REVIEW BY ARCHITECT PRIOR TO INSTALLATION. REVIEW WILL BE FOR DESIGN INTENT. CONTRACTOR SHALL COORDINATE AND VERIFY ALL CONDITIONS TO ENSURE PROPER FIT.
11. DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN ALL PARTITION LOCATIONS, ALL DOOR AND OPENING LOCATIONS SHALL BE SHOWN ON FLOOR PLAN. IN CASE OF CONFLICT, NOTIFY THE ARCHITECT FLOOR PLAN BY ARCHITECT SUPERSEDES OTHER PLANS. ALL DIMENSIONS SHALL BE MAINTAINED UNLESS OTHERWISE SPECIFIED AND SHALL ALLOW FOR TOLERANCES OF ALL FINISHES.

TREAT BOULEVARD

**RECEIVED**  
MAR 22 2016  
PLANNING

**DAVID KESLER**  
ARCHITECT

4739 25th STREET  
SAN FRANCISCO CA  
TEL 510 710 7810  
E-FAK 510 295 2332

NO.	DATE	DESCRIPTION
01	11.17.14	PLANNING
02	08.02.15	PLANNING
03	08.23.15	PLANNING
04	01.17.16	PLANNING
05	05.12.16	PLANNING

PROJECT:	

SINGLE FAMILY RESIDENCE  
3887 TREAT BLVD  
CONCORD CA.



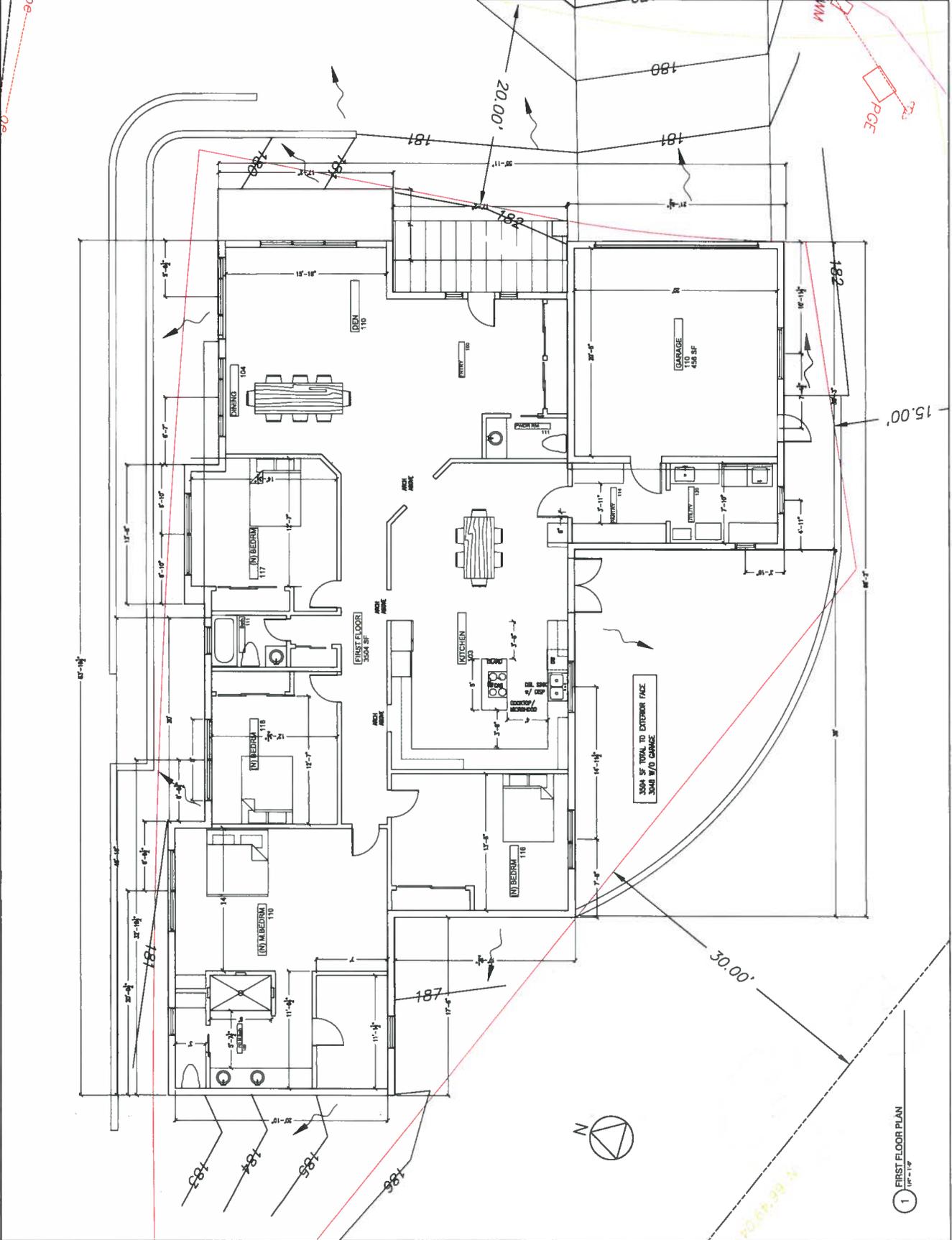
STATE OF CALIFORNIA

CONSULTANT:  
STRUCTURAL ENGINEER  
TBD

PROJECT DESCRIPTION  
**PLANS**

JOB NUMBER:	3887 TREAT BLVD
SCALE:	AS NOTED
DATE:	07.21.16
DRAWN BY:	DKK
CHECKED BY:	DKK
CAD FILE:	3887TREAT - A2.1
SHEET NUMBER:	

**A2.1**



1 FIRST FLOOR PLAN  
1/8" = 1'-0"





**DAVID KESLER**  
ARCHITECT

4739 25th STREET  
SAN FRANCISCO CA  
TEL: 415 778 7819  
E-MAIL: 415 788 2592

CONSULTANT AND PROPERTY OF DAVID KESLER ARCHITECTS  
THIS DRAWING IS THE PROPERTY OF DAVID KESLER ARCHITECTS  
IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED BY THE ARCHITECT

NO.	DATE	DESCRIPTION
01	11.17.14	PLANNING
02	08.02.15	PLANNING
03	08.23.15	PLANNING
04	01.17.16	PLANNING
05	02.13.16	PLANNING

NO.	DATE	DESCRIPTION

SINGLE FAMILY RESIDENC  
3687 TREAT BLVD  
CONCORD CA.



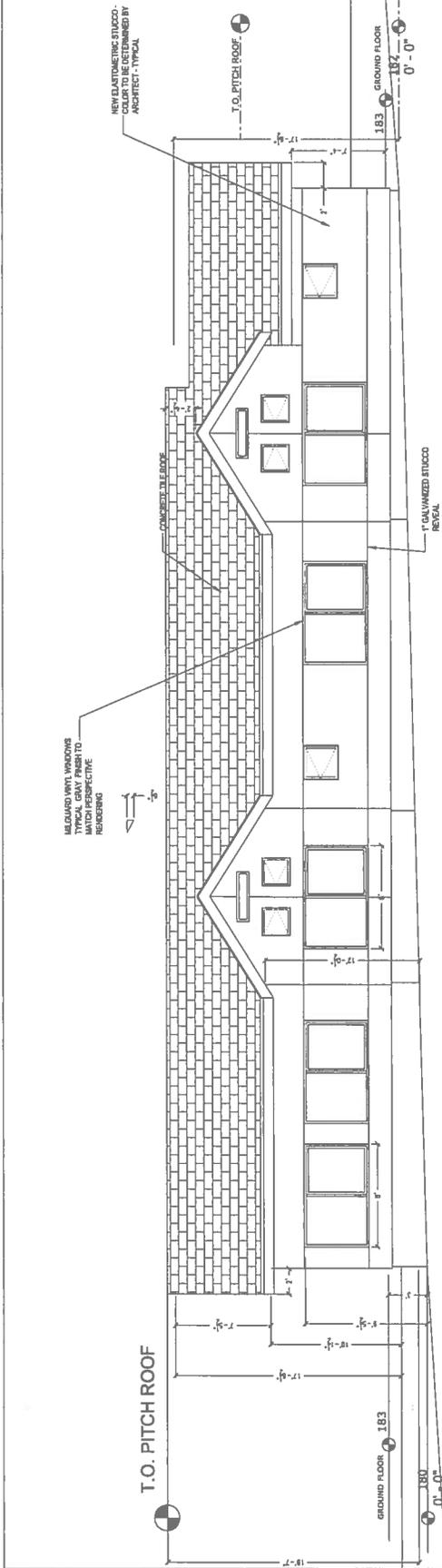
STATE OF CALIFORNIA

CONTRACT NO.  
STRUCTURAL ENGINEER  
TBD

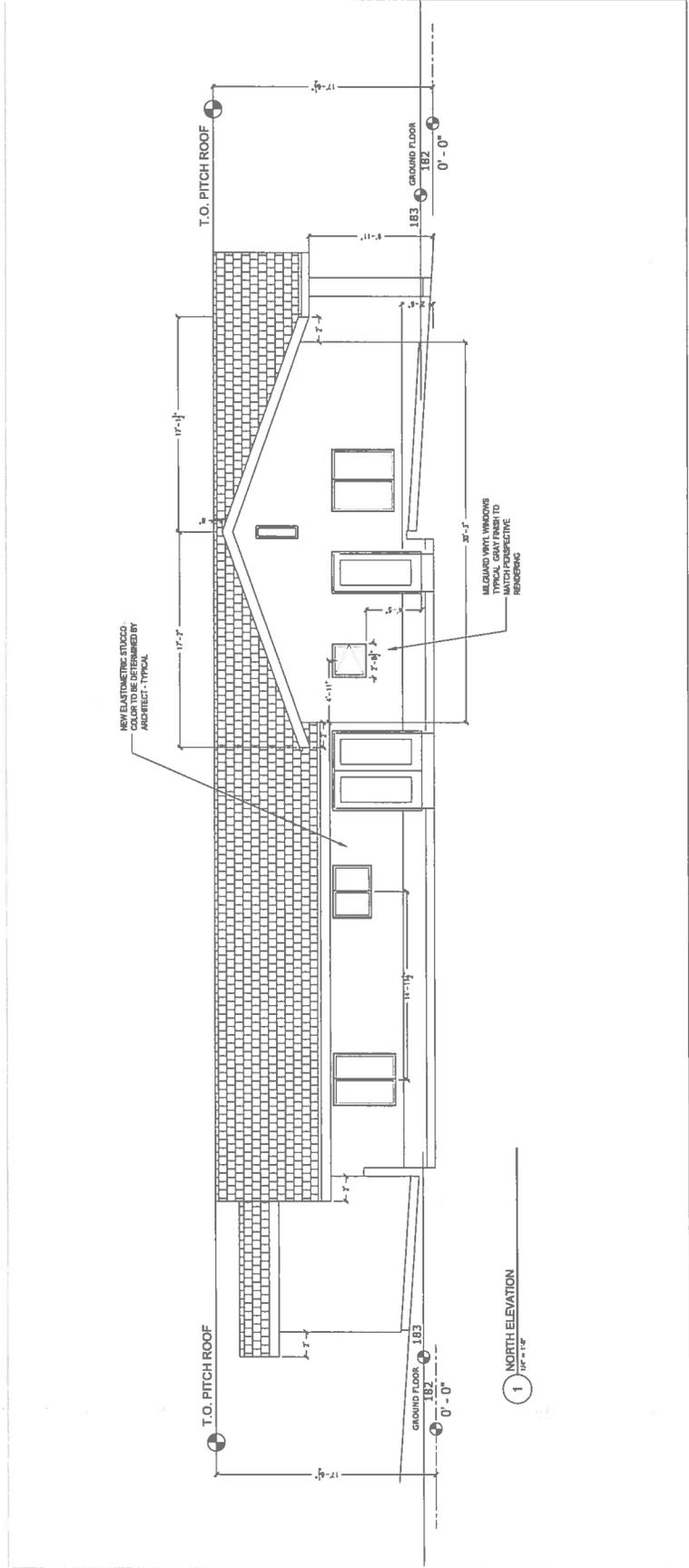
SHEET DESCRIPTION  
**ELEVATIONS**

JOB NUMBER:	3687 TREAT BLVD
SCALE:	AS NOTED
DATE:	03/12/16
DRAWN BY:	DAK
CHECKED BY:	DAK
CAD TITLE:	3687 TREAT - A3.2
SHEET NUMBER:	

**A3.2**



2 SOUTH ELEVATION  
1/8" = 1'-0"



1 NORTH ELEVATION  
1/8" = 1'-0"

**DAVID KESLER**  
ARCHITECT  
4739 25th STREET  
SAN FRANCISCO CA  
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E-FA 510 295 2532

NO.	DATE	DESCRIPTION
01	11.17.14	PLANNING
02	02.02.15	PLANNING
03	05.28.15	PLANNING
04	01.17.16	PLANNING
05	03.12.16	PLANNING

NO.	DATE	DESCRIPTION

SINGLE FAMILY RESIDENC  
3687 TREAT BLVD  
CONCORD CA.



STATE OF CALIFORNIA

CONCRETE ENGINEER  
STRUCTURAL ENGINEER  
TBD

RENDER DESCRIPTION  
**RENDERS**

JOB NUMBER	TREAT 111714
SCALE	AS NOTED
DATE	111714
DRAWN BY	DAK
CHECKED BY	DAK
JOB TITLE	TREATING 1
SHEET NUMBER	A0.2



1 PERSPECTIVE AT ENTRY - TREAT BOULEVARD  
NO SCALE

1 PERSPECTIVE AT ENTRY - TREAT BOULEVARD  
NO SCALE

**MATERIALS SPEC-HARDSCAPE:**

PACIFIC PAVINGSTONE 12"X 12" INTERLOCKING CONCRETE PAVERS TO BE USED FOR DRIVEWAY AND LANDSCAPE PLAN IN A RUNNING BOND LAYOUT IN GRAY/CH-ARCOAL COLOR AT LEFT.



STAINED CONCRETE IN CHECKERBOARD PATTERN FOR DRIVEWAY CONCRETE (ALTERNATE FOR PAVINGSTONE) SEE Richardson's Concrete Coatings  
Mark Richardson  
4881 Oak Tring Way  
San Francisco, CA 94132  
(415) 968-5400 Office  
<http://www.concretefx.net>



NOTE: DRIVEWAY WILL BE EITHER BLACKTOP OR PERVIOUS PAVING STONE AS PER CONCORD RECOMMENDATIONS



STUCCO PAINT COLOR FOR ENTIRETY OF BUILDING

**RECEIVED**  
APR 28 2016  
**PLANNING**



**REPORT TO DESIGN REVIEW BOARD**

DATE: May 12, 2016

**I. GENERAL INFORMATION**

**Project Name:** CONCORD VILLAGE (PL15438 - DR)

**Review Status:** Design Review

**Location:** 2400 Salvio Street and 2401 and 2471 Willow Pass Road

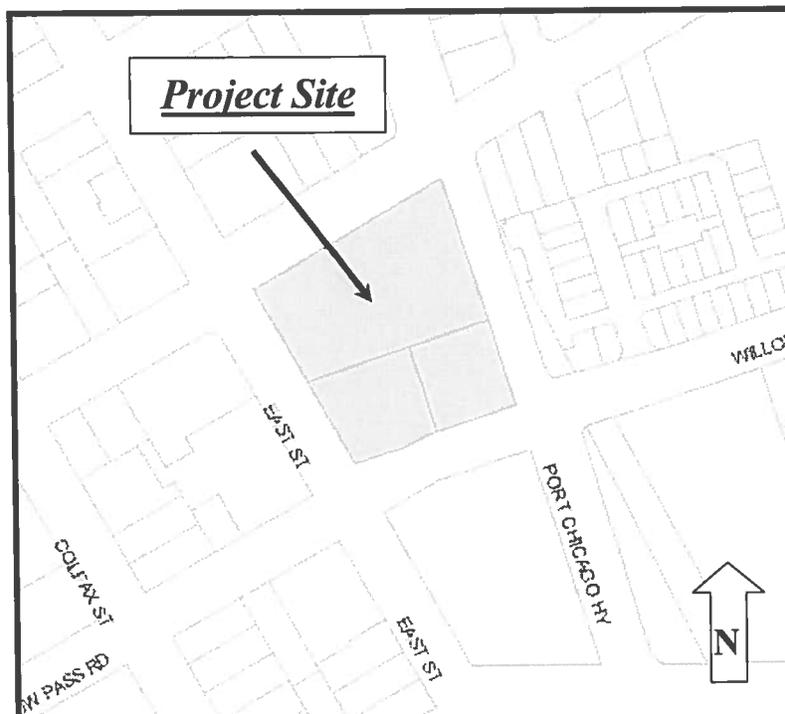
**Parcel Numbers:** 126-083-011, -012, -013

**General Plan:** Downtown Mixed Use

**Zoning:** DMX (Downtown Mixed Use)

**Applicant:** Nicholson Development Properties  
Attn: Brent Nicholson  
218 Main Street, #539  
Kirkland WA 98033  
(206) 979-9681

**Vicinity Map:**



## II. PROJECT BACKGROUND

On September 14, 2015, the applicant met with the Early California Architectural Review Committee of Council to receive feedback on the proposed architecture for the project.

On October 15, 2015, Andrew Schwisow submitted a Use Permit and Design Review application for a 230-unit apartment project at the “Green House” property, the block bounded by Salvio Street, Willow Pass Road, East Street, and Pt. Chicago Hwy.

The Development Advisory Committee (DAC) reviewed the application on November 10, 2015 and planning notified the applicant that the application had been deemed incomplete on November 13, 2015.

On November 19, 2016, the Design Review Board conducted preliminary design review and provided the applicant with comments about the building architecture. The Board primarily focused on the design of the arched elements and ways to incorporate materials to make them “special elements” that relate to and improve the pedestrian experience.

On April 26, 2016, Nicholson Development Properties submitted revised plans for Final Design Review.

On May 10, 2016, the Development Advisory Committee (DAC) reviewed the project. Staff will update the Board at their meeting regarding any substantive comments received by the DAC.

The Board’s recommendations for final design review will be incorporated as conditions of approval considered by the Planning Commission as part of the associated use permit.

## III. DISCUSSION

The November 19 meeting minutes are *italicized* below followed by the applicant’s response in **bold** and then staff’s comments and bulleted recommendations when applicable. Overall, staff believes the Board’s comments have been addressed and that any additional recommendations can be incorporated into the project’s conditions of approval.

### Architecture

- 1) *Revise the design of the arched elements and consider ways to incorporate materials to make them “special elements” (pay special attention to the arches to the right of the garage entrance on Pt. Chicago Highway).*

**The arches were removed from the Pt. Chicago garage wall and a metal green screen was added to the entire garage face (Sht. A-13).**

- While the green screen reduces the total number of arches on the Pt. Chicago façade, staff asks the Board to confirm whether the approach addresses their initial comment.

In addition, staff asks the Board to determine if there is adequate information regarding the proposed planting materials, method of irrigation, and whether a “green wall” will cause maintenance issues over time and recommend conditions of approval if appropriate.

- 2) *Repeat the amount of scored stucco on East Street on all four elevations.*

**All the elevations incorporate a scored stucco exterior insulation and finish system (EIFS) system by Parex USA. A sample will be presented to the Board at the meeting (Shts. A-11–A-14)**

- The applicant responded to the Board’s recommendation. Staff asks the Board to determine whether the finish is acceptable and if not, make a recommendation for an alternative finish.

- 3) *Introduce rich, durable, tactile materials that will withstand abuse at the ground floor level to enhance the pedestrian experience such as “stucco stone.”*

**See response above.**

See staff’s recommendation above.

*Building Colors*

- 4) *Study the transition of the “gold-colored” pop-out elements between floors 2 and 3 on Salvio Street.*

**The proposed colors balance the composition and break up the elevation. The colors break up the massing of the building and it is visually desirable to keep them as they are. No changes are proposed (Sht. A-14).**

Staff finds the proposed colors acceptable.

- 5) *Consider “wrapping” the tower element on Willow Pass Road in stone.*

**The first two floors incorporate the EIFS system whose grooves and joints resemble stone therefore it is not desirable to wrap the tower in stone. The upper portion of the tower is coated in stucco and brings attention to the tower.**

Staff finds the proposed use of materials appropriate considering stone is not being proposed anywhere else on the building.

- 6) *Consider incorporating barrel tile on the tall projecting towers.*

**The tall projecting towers with the gabled roofs incorporated standing seem metal roofs. The metal roof keeps with the modern look we are trying to achieve with this project. The shorter projecting tower elements incorporate metal trellises.**

Staff finds the proposed use of materials appropriate given the applicant's preference for a modern architectural style.

- 7) *Provide color variation between building elements and/or materials and use a deeper color palette.*

**Two new neutral colors have been introduced to the palette, "Shitake" that is used primarily on the Pt. Chicago Highway and Salvio Street elevations and "Swiss Coffee" used on the Willow Pass Road and Salvio Street elevations.**

- Staff finds the colors work well with one another but asks the Board to determine if there are too many colors and if the palette is "deep" enough to withstand weathering over time.
- 8) *Consider using thermal copper coating paint on the tower roof elements to introduce interesting color.*

**A dark brown standing metal roof is proposed, which we believe is keeping with the modern vernacular of the building design.**

Staff finds the dark brown color acceptable.

#### **IV. Recommendation**

Staff recommends the Board review the plans, consider the recommendations discussed below, identify any additional issues, and provide the applicant with comments for incorporation as conditions of approval.

- Confirm whether the "green wall" addresses the comment to revise the arched elements and make them "special elements."
- Discuss whether there is adequate information regarding the proposed "green wall," the planting materials, method of irrigation, and whether there will be maintenance issues over time and recommend conditions of approval if appropriate.
- Discuss whether the EIFS finish is acceptable and if not, make a recommendation for an alternative finish.
- Discuss whether there are too many building colors and if the palette is "deep" enough to withstand weathering over time.

V. **Motion**

Staff has prepared the following motion for the Board's consideration for the project.

I (Board Member \_\_\_\_\_) hereby move that the Design Review Board recommend approval of Concord Village (PL15438 – DR), subject to the Development Code provisions applicable to the project and any additional recommendations made by the Board.

Prepared by:



G. Ryan Lenhardt  
Senior Planner  
(925) 671-3162  
ryan.lenhardt@cityofconcord.org

Exhibit:

A - Project Plans date stamp received April 26, 2016



# CONCORD APARTMENTS

2400 Salvia Street and 2402 and 2471 Willow Pass Road  
Concord | California

**OWNER INFORMATION:**  
NICHOLSON DEVELOPMENT  
PROPERTIES, LLC.  
515 5th Ave W  
Mirland | WA | 98033

**CONSULTANT INFORMATION:**

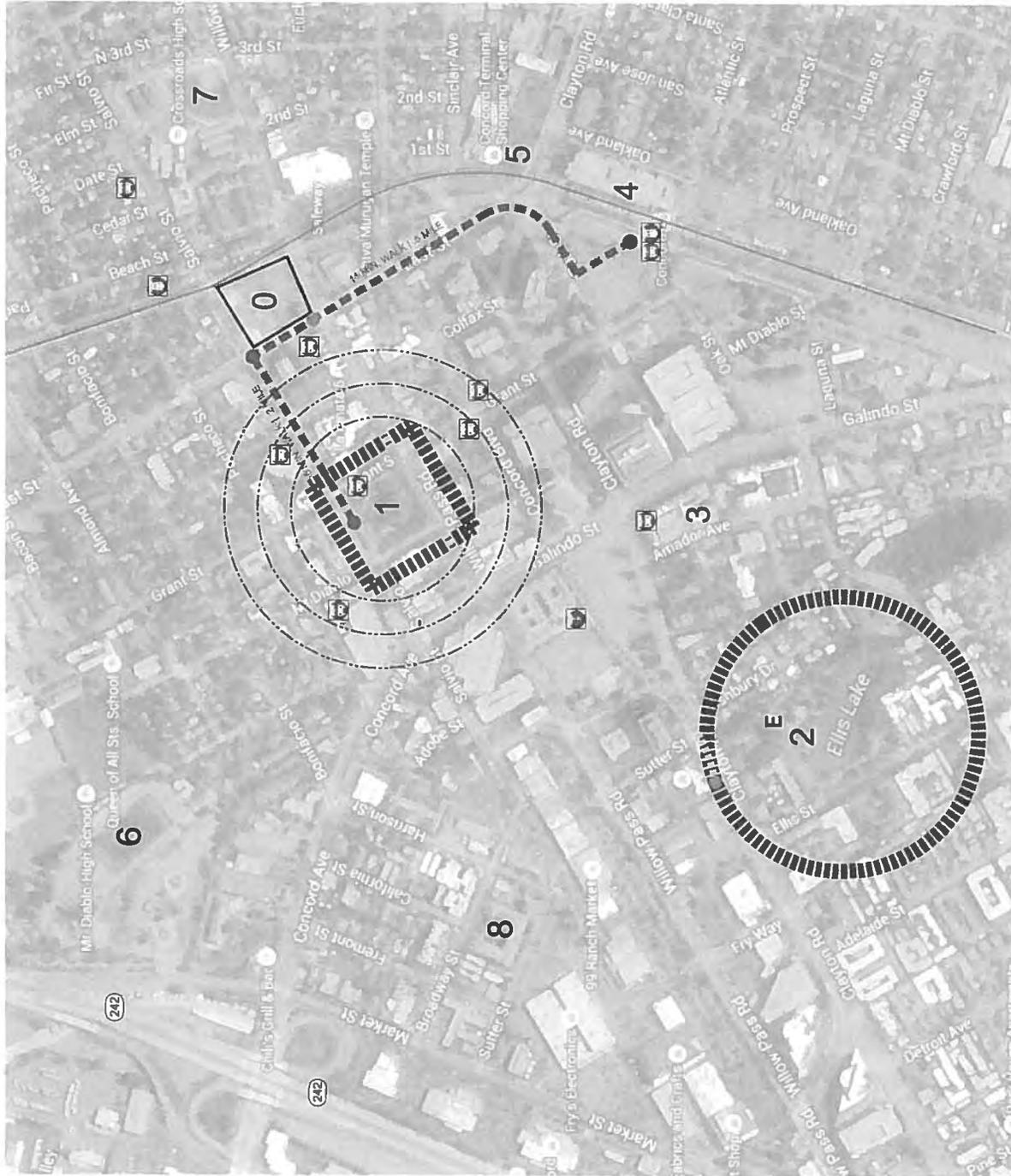
DATE ISSUED: 04-18-2016  
PROJECT NO: 2013-00162  
SCALE: NTS

**NORTH**  
SHEET NUMBER: A-1  
SHEET TITLE:

## REGIONAL CONTEXTUAL MAP



- LEGEND:**
- Downtown Centered around Todos Santos Plaza
  - Bart Line
  - Pedestrian Route
  - Bike Route
  - Walking Distance to Open Space Areas:
    - 0** Project Site
    - 1** Todos Santos Plaza
    - 2** Ellis Lake
    - 3** Galindo House | Marina
    - 4** Concord Bart Station
    - 5** Concord Terminal Shopping Center
    - 6** Mt. Diablo High School
    - 7** Crossroads High School
    - 8** Major Retail Center
  - Bus Stop
  - Bart Stop



## REGIONAL CONTEXTUAL MAP



**CONCORD APARTMENTS**  
 2400 Salvo Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

OWNER INFORMATION:  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC.  
 515 5th Ave W  
 Kirkland | WA | 98033

CONSULTANT INFORMATION:

DATE ISSUED: 04-18-2014  
 PROJECT NO: 2013-00142  
 SCALE: 1/8"=1'-0"



NORTH  
 SHEET NUMBER: A-3  
 SHEET TITLE:

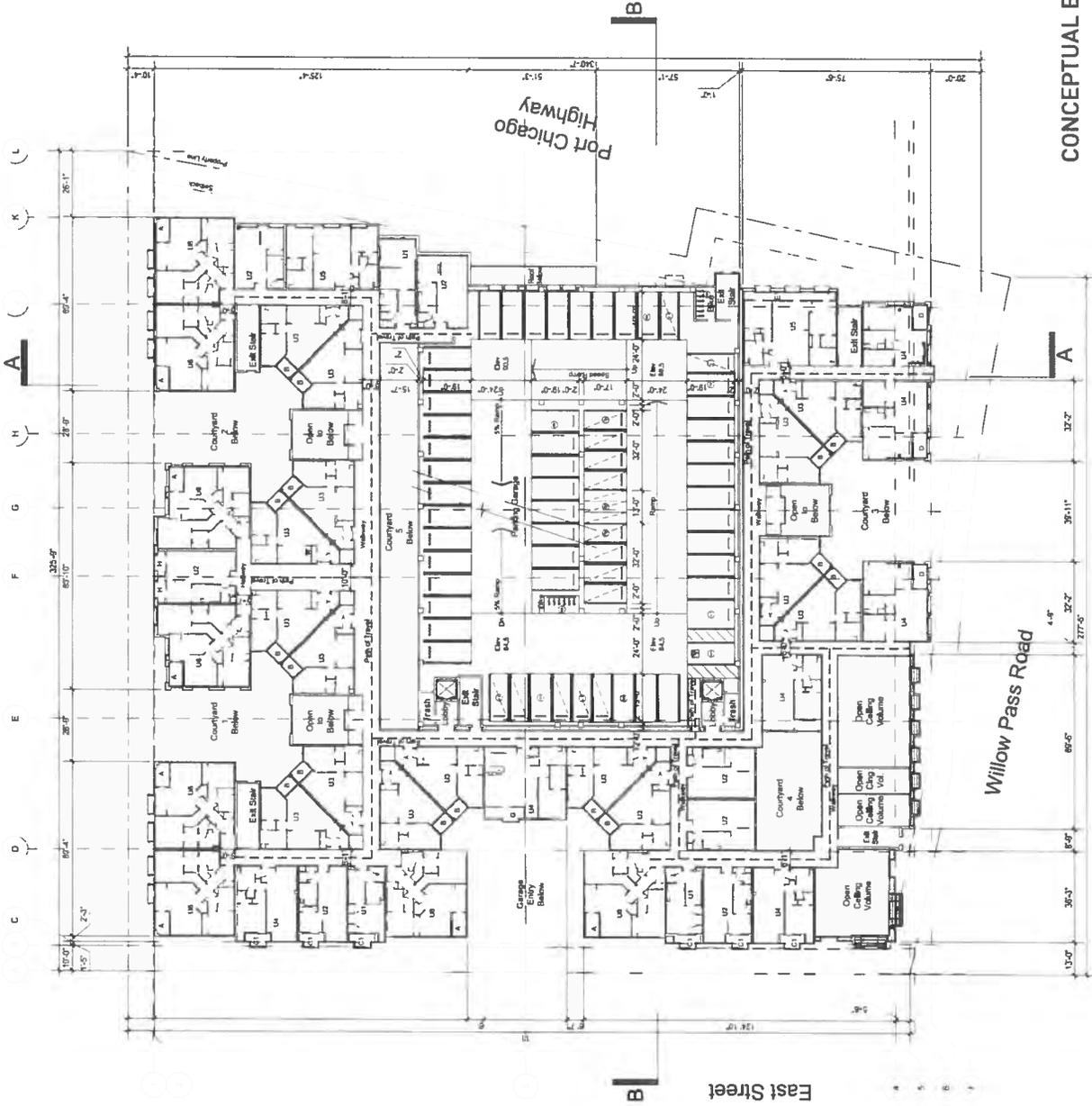
**CONCEPTUAL  
 BUILDING PLAN I  
 LEVEL 2**

DATE:



**ARCHITECTS**  
 1300 Broadway, Suite 800  
 San Francisco, CA 94102  
 Tel: 415.774.8900  
 Fax: 415.774.8901  
 www.sva.com

Salvo Street



East Street

Willow Pass Road

Port Chicago Highway

- LEGEND:**
- Property Lines: ————
  - Setback Lines: - - - - -
  - Accessible Path of Travel: - · - · -
  - Trash Truck Travel: - · - · -
  - Bin Path of Travel: - · - · -
  - Unit Types: U
  - Balcony | Deck Type: A
  - Number of Parking Stalls:
    - Standard: ⊙
    - Compact: ⊙
    - Handicapped: ⊙
    - Van: ⊙
    - Motorcycle: ⊙
    - Bicycle: ⊙

**CONCEPTUAL BUILDING PLAN I LEVEL 2**

**CONCORD APARTMENTS**  
 2400 Salvia Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

OWNER INFORMATION:  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC.  
 515 5th Ave W  
 Kirkland WA | 98033

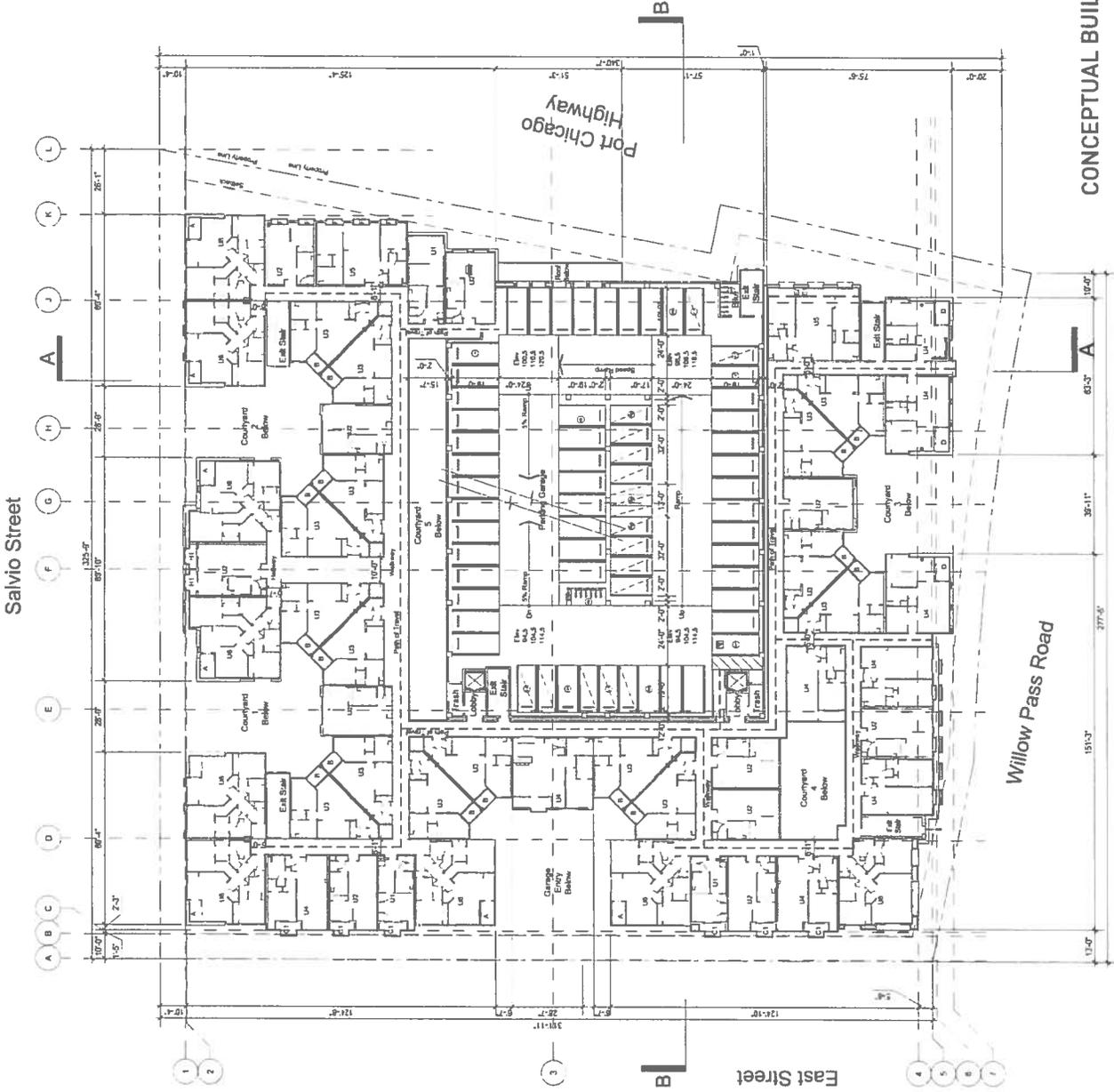
CONSULTANT INFORMATION:

DATE ISSUED: 04-18-2014  
 PROJECT NO: 2013-40142  
 SCALE: 1"=20'-0"



NORTH  
 SHEET NUMBER: A-4

**CONCEPTUAL  
 BUILDING PLAN I  
 LEVELS 3-5**



- LEGEND:**
- Property Line: ———
  - Setback Line: - - - - -
  - Accessible Path of Travel: - · - · -
  - Trash Truck Travel: - - - - -
  - Bin Path of Travel: - · - · -
  - Unit Types: U1
  - Balcony / Deck Types: A
  - Number of Parking Stalls:
    - Standard: ⊙
    - Handicapped: ⊙
    - Van: ⊙
    - Motorcycle: ⊙
    - Bicycle: ⊙

**CONCEPTUAL BUILDING PLAN I | LEVELS 3-5**

**CONCORD APARTMENTS**  
 2400 Salvia Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

OWNER INFORMATION:  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC.  
 515 5th Ave W  
 Kirkland | WA | 98033

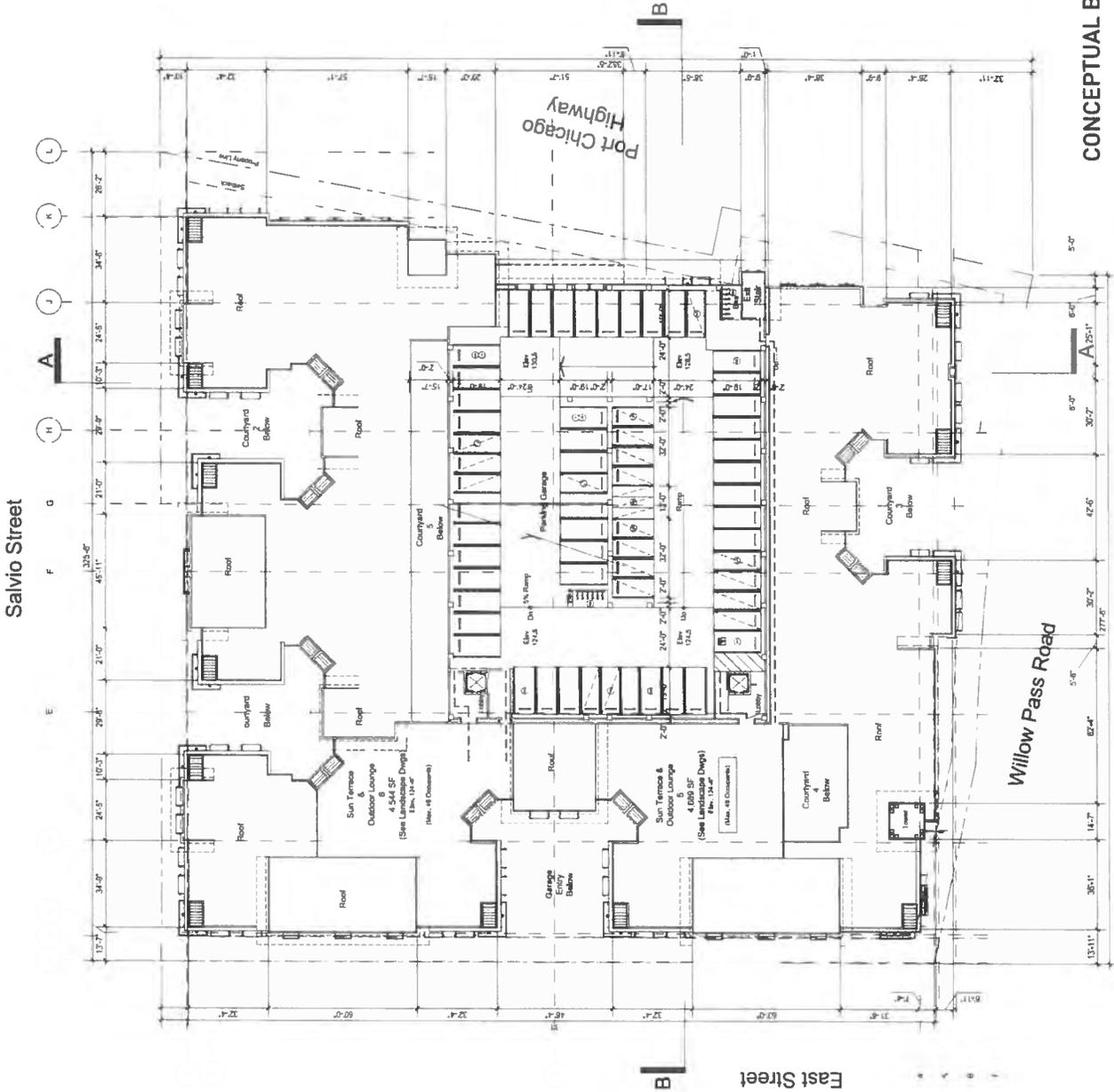
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DATE ISSUED: 04-18-2016  
 PROJECT NO: 2014-0012  
 SCALE: 1/8"=1'-0"



NORTH  
 SHEET NUMBER: A-5  
 SHEET TITLE:

**CONCEPTUAL  
 BUILDING PLAN I  
 LEVEL 6**



- LEGEND:**
- Property Lines: - - - - -
  - Setback Lines: - - - - -
  - Accessible Path of Travel: - - - - -
  - Trash Truck Travel: - - - - -
  - Bin Path of Travel: - - - - -
  - Unit Type: U1
  - Balcony | Deck Type: A
  - Number of Parking Stalls:
    - Standard: ○
    - Compact: ○
    - Handicapped: ○
    - Van: ○
    - Motorcycle: ○
    - Bicycle: ○

**CONCEPTUAL BUILDING PLAN I LEVEL 6**



**CONCORD APARTMENTS**  
 2400 Salvo Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

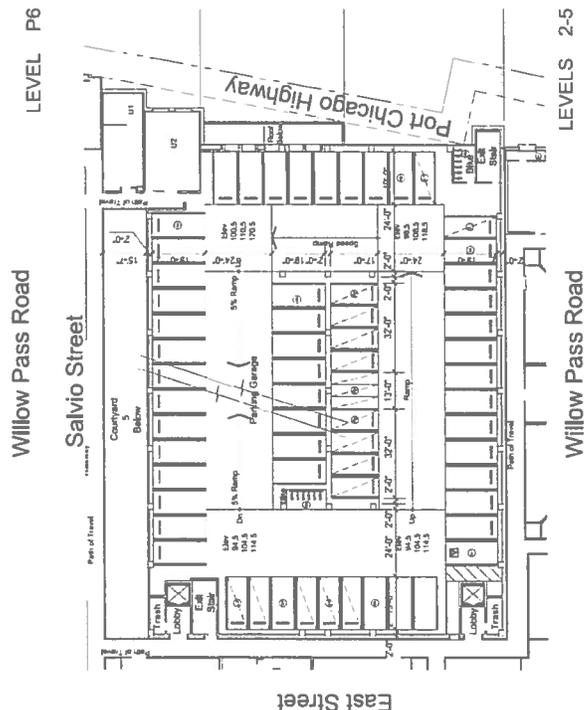
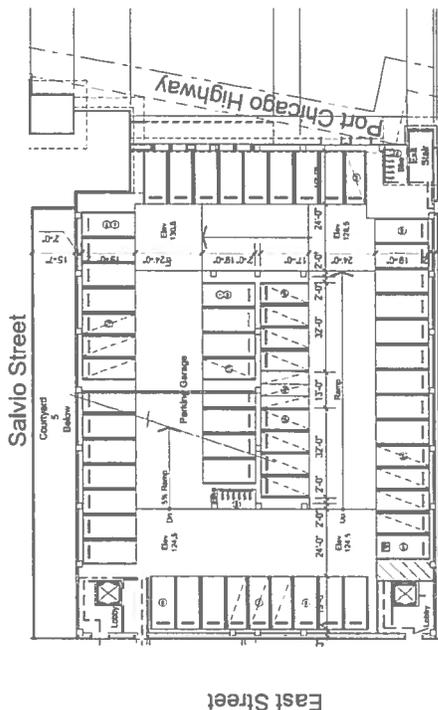
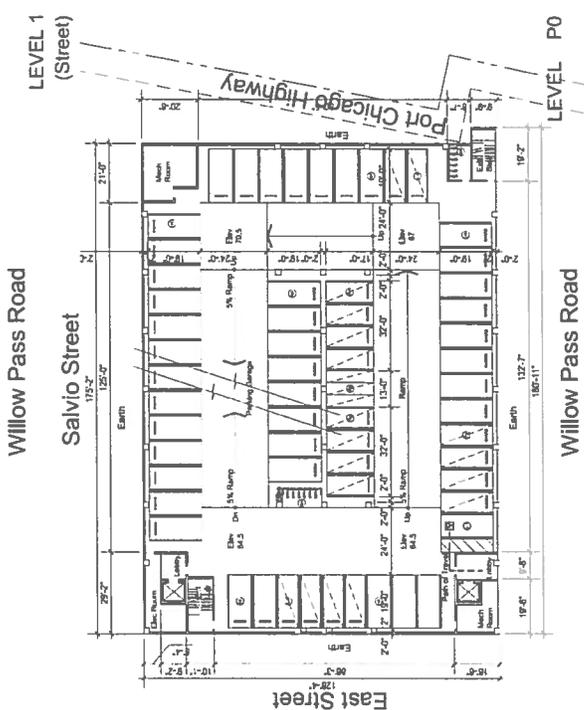
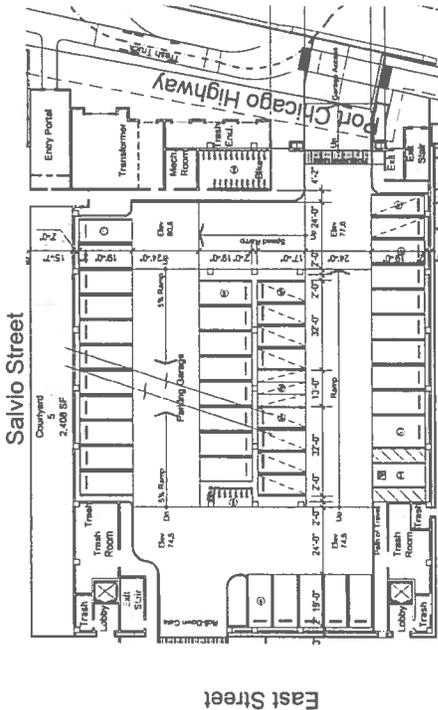
**OWNER INFORMATION:**  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC.  
 515 5th Ave W  
 Kirkland WA | 98033

**CONSULTANT INFORMATION:**

DATE ISSUED: 04-18-2014  
 PROJECT NO: 2013-02142  
 SCALE: 1"=20'-0"



**SHEET NUMBER: A-7**  
**SHEET TITLE:**  
**CONCEPTUAL GARAGE PLANS I**  
**LEVELS 0-6**



CONCEPTUAL GARAGE PLANS I LEVELS 0-6

**CONCORD APARTMENTS**  
 2400 Salvo Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

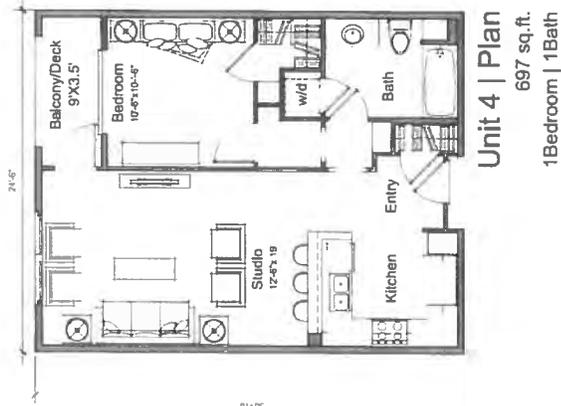
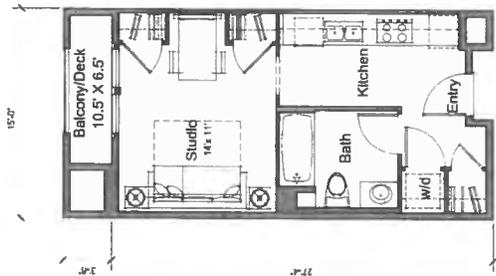
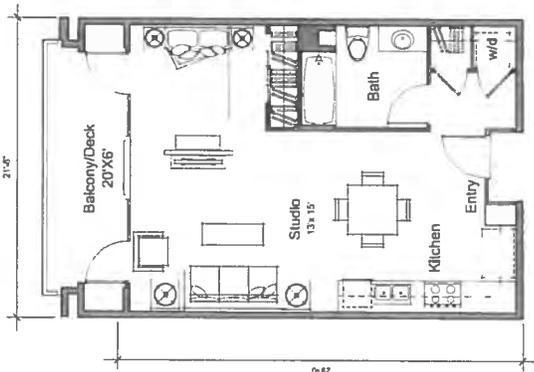
OWNER INFORMATION:  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC.  
 515 5th Ave W  
 Kirkland | WA | 98033

CONSULTANT INFORMATION:

DATE ISSUED: 04-18-2014  
 PROJECT NO: 2013-40142  
 SCALE: 1/8"=1'-0"

NORTH  
 SHEET NUMBER: A-8  
 SHEET TITLE:

CONCEPTUAL  
 UNIT PLANS |  
 STUDIO AND  
 ONE-BEDROOM  
 UNITS



CONCEPTUAL UNIT PLANS | STUDIO AND ONE-BEDROOM UNITS

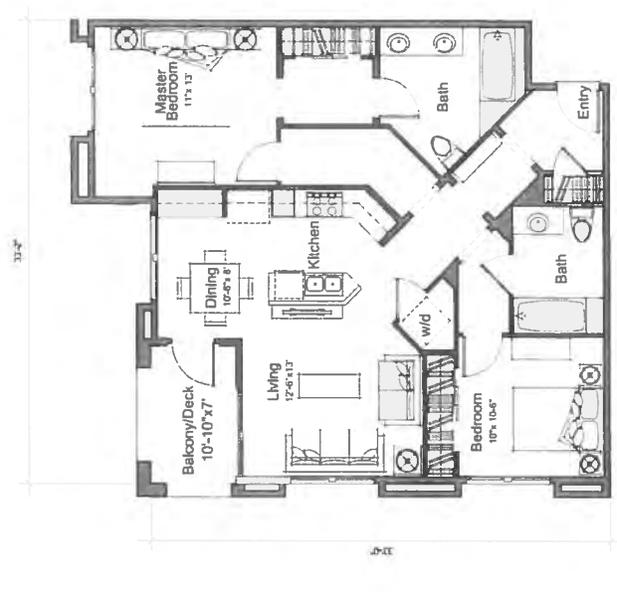
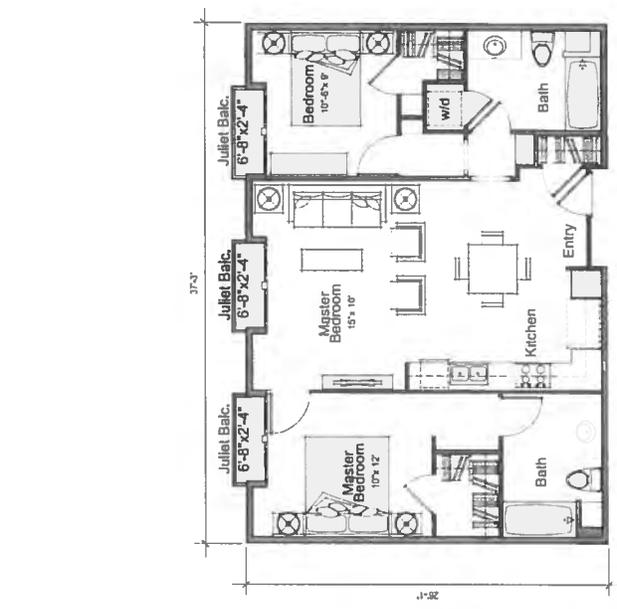
**CONCORD APARTMENTS**  
 2400 Salvia Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

**OWNER INFORMATION:**  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC.  
 515 5th Ave W  
 Kirkland | WA | 98033

**CONSULTANT INFORMATION:**

**DATE ISSUED:** 04-18-2014  
**PROJECT NR:** 2013-03142  
**SCALE:** 1/8"=1'-0"

**NORTH**  
**SHEET NUMBER:** A-9  
**SHEET TITLE:** UNIT PLANS  
**CONCEPTUAL**  
**UNIT PLANS I**  
**2-BEDROOM**  
**UNITS**



**CONCEPTUAL UNIT PLANS | TWO-BEDROOM UNITS**

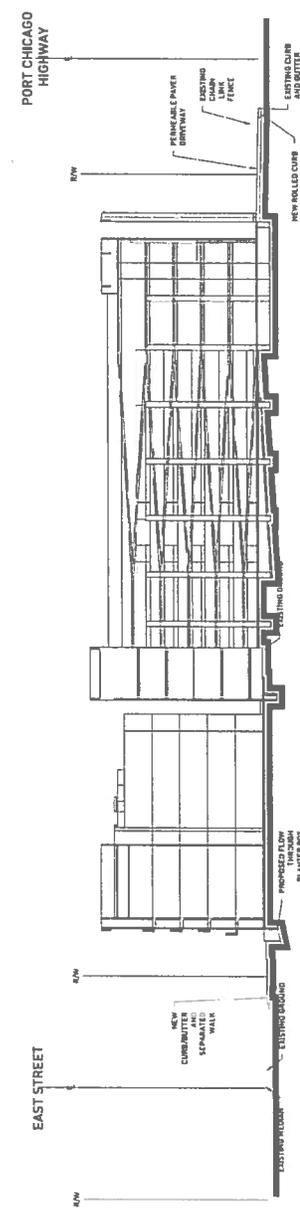
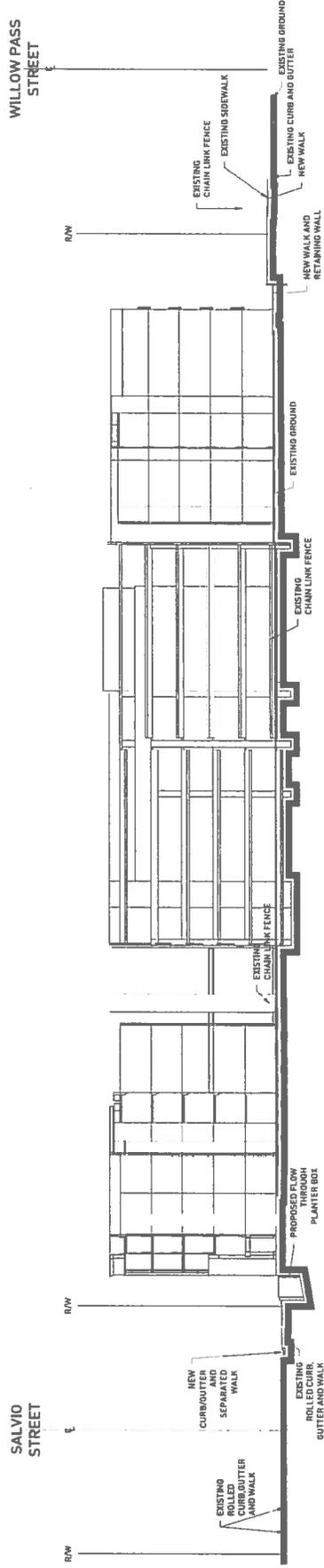
**CONCORD APARTMENTS**  
 2400 Salvia Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

**OWNER INFORMATION:**  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC,  
 515 5th Ave W  
 Kirkland | WA | 98033

**PROJECT INFORMATION:**  
 NICHOLSON DEVELOPMENT PROPERTIES, LLC  
 515 5th Ave W  
 Kirkland, WA 98033

**DATE ISSUED:** 04-20-2014  
**PROJECT NBR:** 2013-0112  
**SCALE:** 1/16"=1'-0"

**NORTH**  
**SHEET NUMBER** A-10  
**SHEET TITLE**  
**CONCEPTUAL**  
**BUILDING**  
**SECTIONS**



**CONCEPTUAL BUILDING SECTIONS**

**CONCORD APARTMENTS**  
 2400 Salvia Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

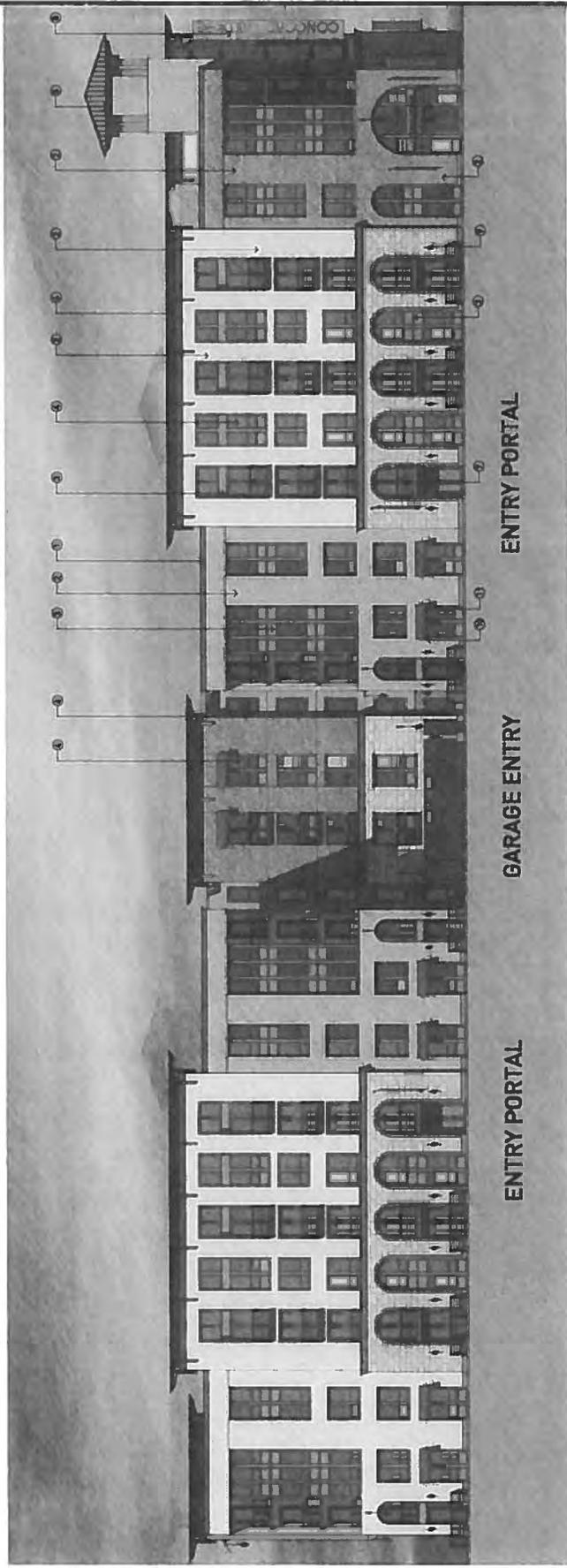
**OWNER INFORMATION:**  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC.  
 515 5th Ave W  
 Kirkland | WA | 98033

**CONSULTANT INFORMATION:**

DATE ISSUED: 04-18-2016  
 PROJECT NO: 2013-AD142  
 SCALE: 1"=20'-0"  
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**NORTH**  
**SHEET NUMBER: A-11**  
**SHEET TITLE:**

**CONCEPTUAL  
 EXTERIOR  
 ELEVATIONS |  
 EAST STREET**



- MATERIALS LIST:**
- 1. Metal Parapet | Cornice
  - 2. Exterior Plaster
  - 3. Metal Spandrel Panel
  - 4. Vinyl Window
  - 5. Corrugated Metal Roof
  - 6. Plaster Cornice
  - 7. Metal Railing
  - 8. Perforated Metal Signage
  - 9. Exterior Lighting
  - 10. Metal Finial Awning Braces
  - 11. Metal Awning
  - 12. Scored Plaster Finish
  - 13. Perforated Metal Screen | Green Wall

**CONCEPTUAL EXTERIOR ELEVATIONS | EAST STREET**

**CONCORD APARTMENTS**  
 2400 Salvia Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

**OWNER INFORMATION:**  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC.  
 515 5th Ave W  
 Kirkland | WA | 98033

**CONSULTANT INFORMATION:**

DATE ISSUED: 04-18-2014  
 PROJECT NO: 2013-03162  
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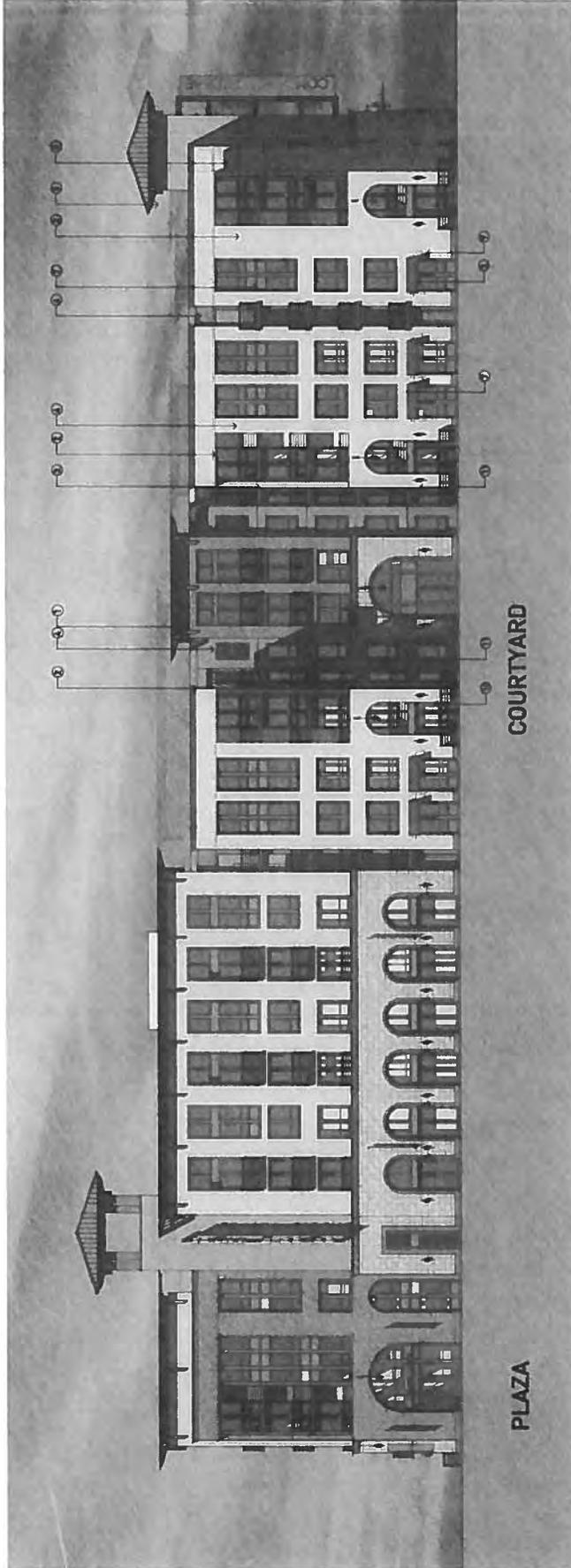
NORTH  
 SHEET NUMBER: A-12  
 SHEET TITLE:

**CONCEPTUAL  
 EXTERIOR  
 ELEVATIONS |  
 WILLOW PASS ROAD**

1/8"=1'-0"



ARCHITECTS  
 1100 BROADWAY, SUITE 1000  
 SAN FRANCISCO, CA 94133  
 TEL: 415.774.8888  
 WWW.SVA-ARCHITECTS.COM



- MATERIALS LIST:**
- 1. Metal Parapet
  - 2. Exterior Plaster
  - 3. Metal Spandrel Panel
  - 4. Vinyl Window
  - 5. Corrugated Metal Roof
  - 6. Plaster Cornice
  - 7. Metal Railing
  - 8. Perforated Metal Signage
  - 9. Exterior Lighting
  - 10. Metal Finial Awning Braces
  - 11. Metal Awning
  - 12. Scored Plaster Finish
  - 13. Perforated Metal Screen / Green Wall

**CONCEPTUAL EXTERIOR ELEVATIONS | WILLOW PASS ROAD**

**CONCORD APARTMENTS**  
 2400 Salvia Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

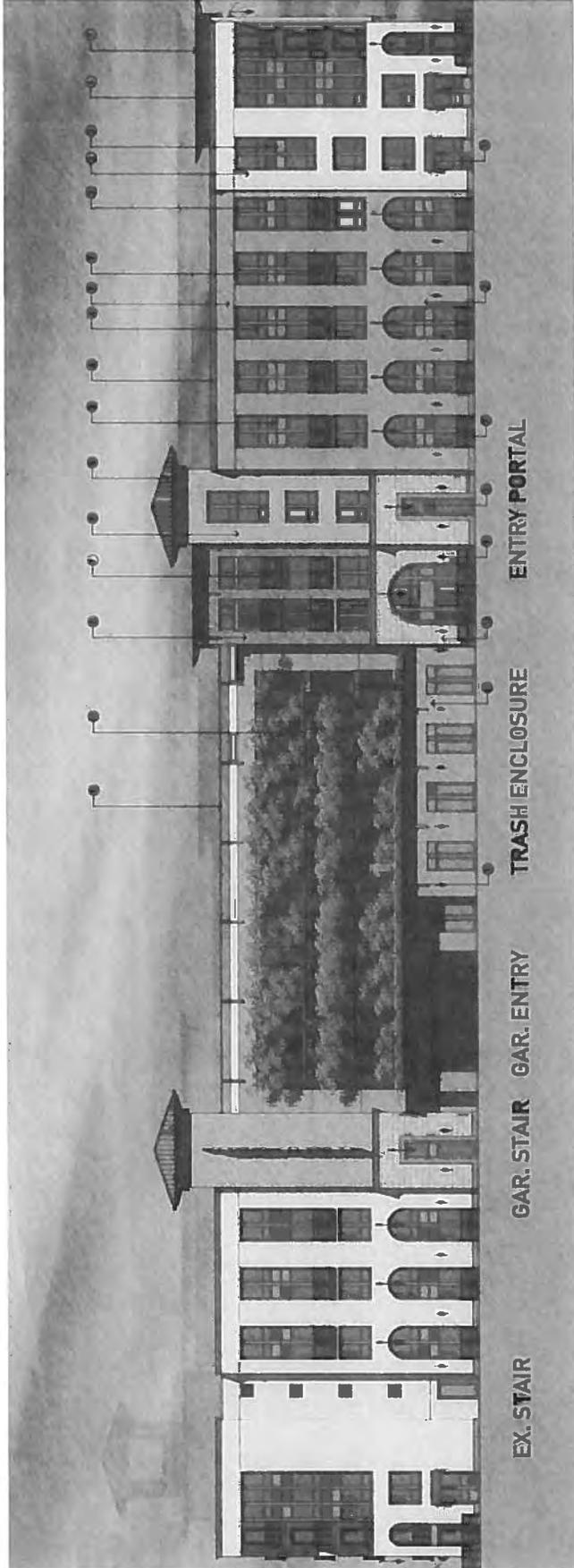
**OWNER INFORMATION:**  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC.  
 515 5th Ave W  
 Kirkland | WA | 98033

**CONSULTANT INFORMATION:**

**DATE ISSUED:** 04-18-2016  
**PROJECT NO.:** 2013-4012  
**SCALE:** 1"=20'-0"  
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**NORTH**  
**SHEET NUMBER:** A-13  
**SHEET TITLE:**

**CONCEPTUAL  
 EXTERIOR  
 ELEVATIONS |  
 PORT CHICAGO  
 HIGHWAY**



- MATERIALS LIST:**
- 1. Metal Parapet | Cornice
  - 2. Exterior Plaster
  - 3. Metal Spandrel Panel
  - 4. Vinyl Window
  - 5. Corrugated Metal Roof
  - 6. Plaster Cornice
  - 7. Metal Railing
  - 8. Perforated Metal Signage
  - 9. Exterior Lighting
  - 10. Metal Final Awning Braces
  - 11. Metal Awning
  - 12. Scored Plaster Finish
  - 13. Perforated Metal Screen | Green Wall

**CONCEPTUAL EXTERIOR ELEVATIONS | PORT CHICAGO HIGHWAY**

**CONCORD APARTMENTS**  
 2400 Salvia Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

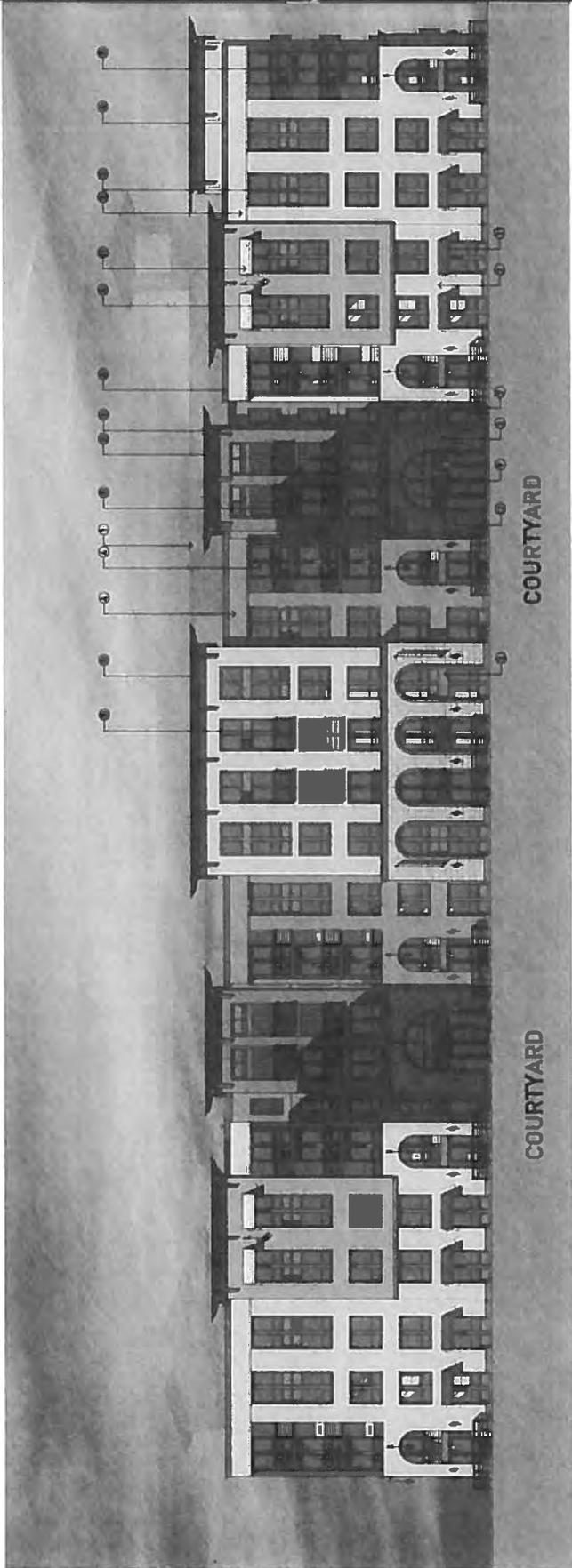
**OWNER INFORMATION:**  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC.  
 515 5th Ave W  
 Kirkland | WA | 98033

**CONSULTANT INFORMATION:**

DATE ISSUED: 04-18-2014  
 PROJECT NO: 2013-40142  
 SCALE: 1"=20'-0"

NORTH  
 SHEET NUMBER: A-14  
 SHEET TITLE:

**CONCEPTUAL  
 EXTERIOR  
 ELEVATIONS |  
 SALVIO STREET**



- MATERIALS LIST:**
- 1. Metal Parapet | Cornice
  - 2. Exterior Plaster
  - 3. Metal Spandrel Panel
  - 4. Vinyl Window
  - 5. Corrugated Metal Roof
  - 6. Plaster Cornice
  - 7. Metal Railing
  - 8. Perforated Metal Signage
  - 9. Exterior Lighting
  - 10. Metal Finial Awning Braces
  - 11. Metal Awning
  - 12. Scored Plaster Finish
  - 13. Perforated Metal Screen | Green Wall

**CONCEPTUAL EXTERIOR ELEVATIONS | SALVIO STREET**

**CONCORD APARTMENTS**  
 2400 Salvia Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

**OWNER INFORMATION:**  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC.  
 515 5th Ave W  
 Kirkland | WA | 98033

**CONSULTANT INFORMATION:**

**DATE ISSUED:** 04-18-2014  
**PROJECT NO.:** 2013-40142  
**SCALE:** NTS

**NORTH**  
**SHEET NUMBER:** A-15  
**SHEET TITLE:**  
**CONCEPTUAL  
 DESIGN  
 IMAGERY**

SWT#



**SVA ARCHITECTS**  
 1100 12th Street, Suite 100  
 San Francisco, CA 94102  
 Tel: 415.774.8888  
 Fax: 415.774.8889  
 www.sva.com



INTERIORS



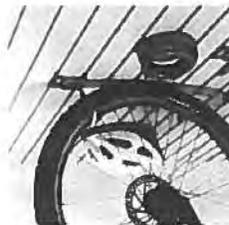
HISTORICAL



CITY RENDERINGS



DETAILS



**CONCEPTUAL IMAGERY**

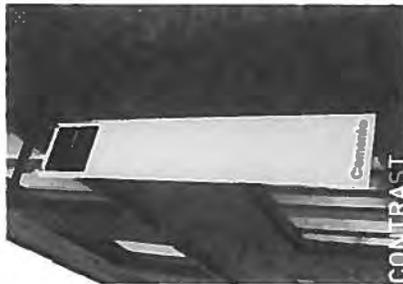
**CONCORD APARTMENTS**  
 2400 Salvia Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

**OWNER INFORMATION:**  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC.  
 515 5th Ave W  
 Kirkland | WA | 98033

**CONSULTANT INFORMATION:**

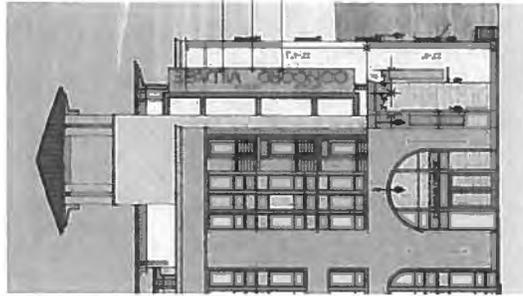
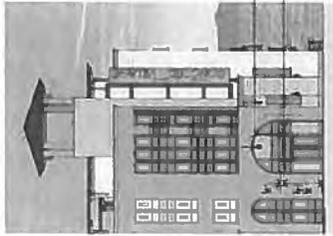
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**PROJECT NO.:** 2013-0142  
**SCALE:** NTS

**NORTH:**  
**SHEET NUMBER:** A-16  
**SHEET TITLE:**  
**CONCEPTUAL  
 SIGNAGE  
 DESIGN**



**MATERIALS:**  
 CAST METAL LETTERING  
 POLISHED ALUMINUM  
 METAL STEEL MOUNT OVER  
 1/2" x 1/2" BRASS

**2 | RETAIL SIGNAGE | TYP.**



**MATERIALS:**  
 POLISHED ALUMINUM  
 POLISHED ALUMINUM  
 CAST METAL LETTERING  
 1/2" x 1/2" BRASS



**1 | WALL SIGNAGE | TYP.**

**CONCEPTUAL SIGNAGE DESIGN**

**3 | INSPIRATIONAL SIGNAGEIMAGERY**

**CONCORD APARTMENTS**  
 2400 Salvio Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

**OWNER INFORMATION:**  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC.  
 515 5th Ave W  
 Kirkland | WA | 98033

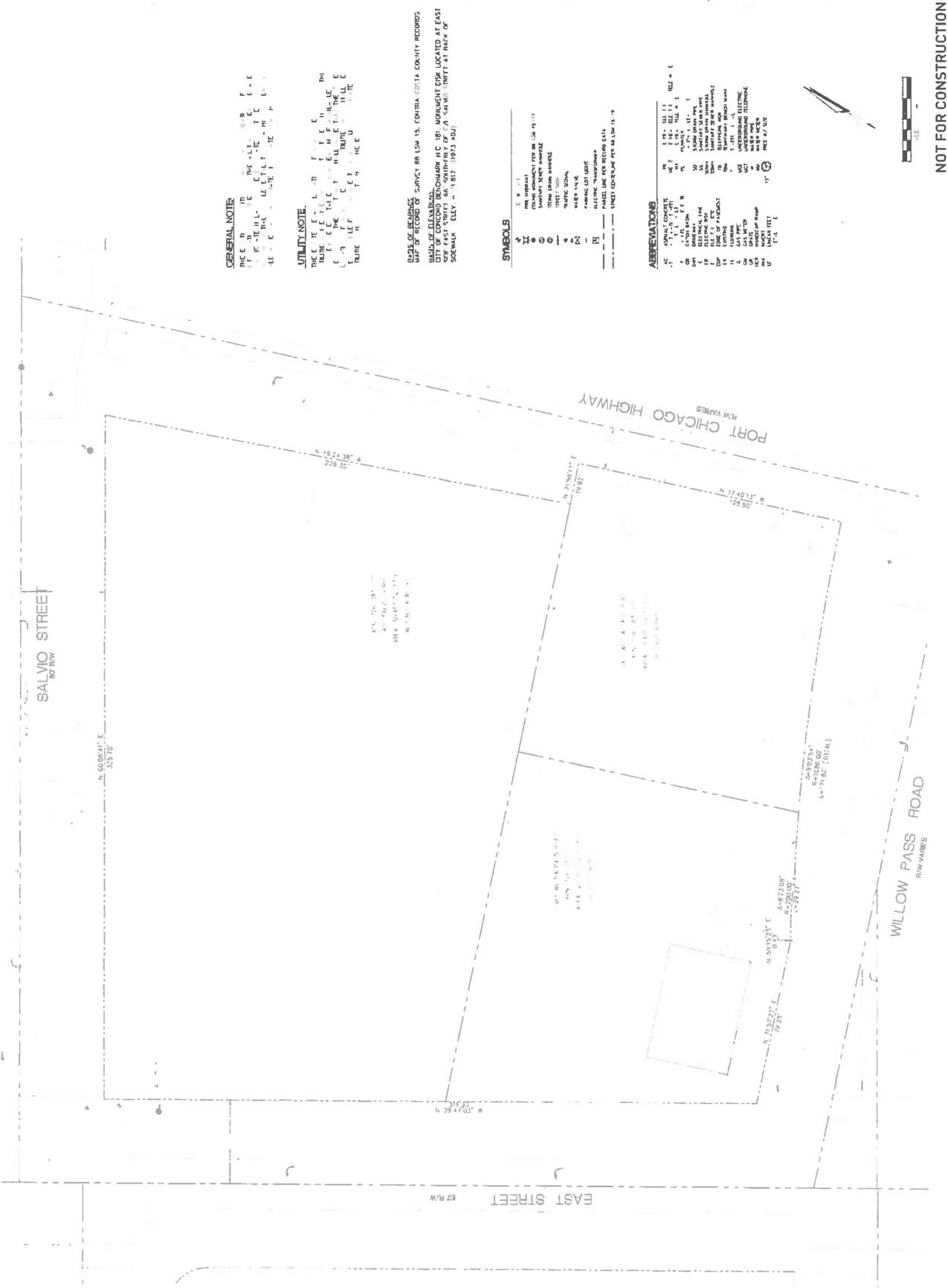
**CONSULTANT INFORMATION:**



**DATE ISSUED:** 04-18-2014  
**PROJECT NO.:** 2013-40142



**STAMP:**  
**SHEET NUMBER:** C1  
**SHEET TITLE:** EXISTING CONDITIONS



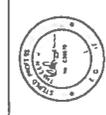
**NOT FOR CONSTRUCTION**

**CONCORD APARTMENTS**  
 2400 Salvia Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

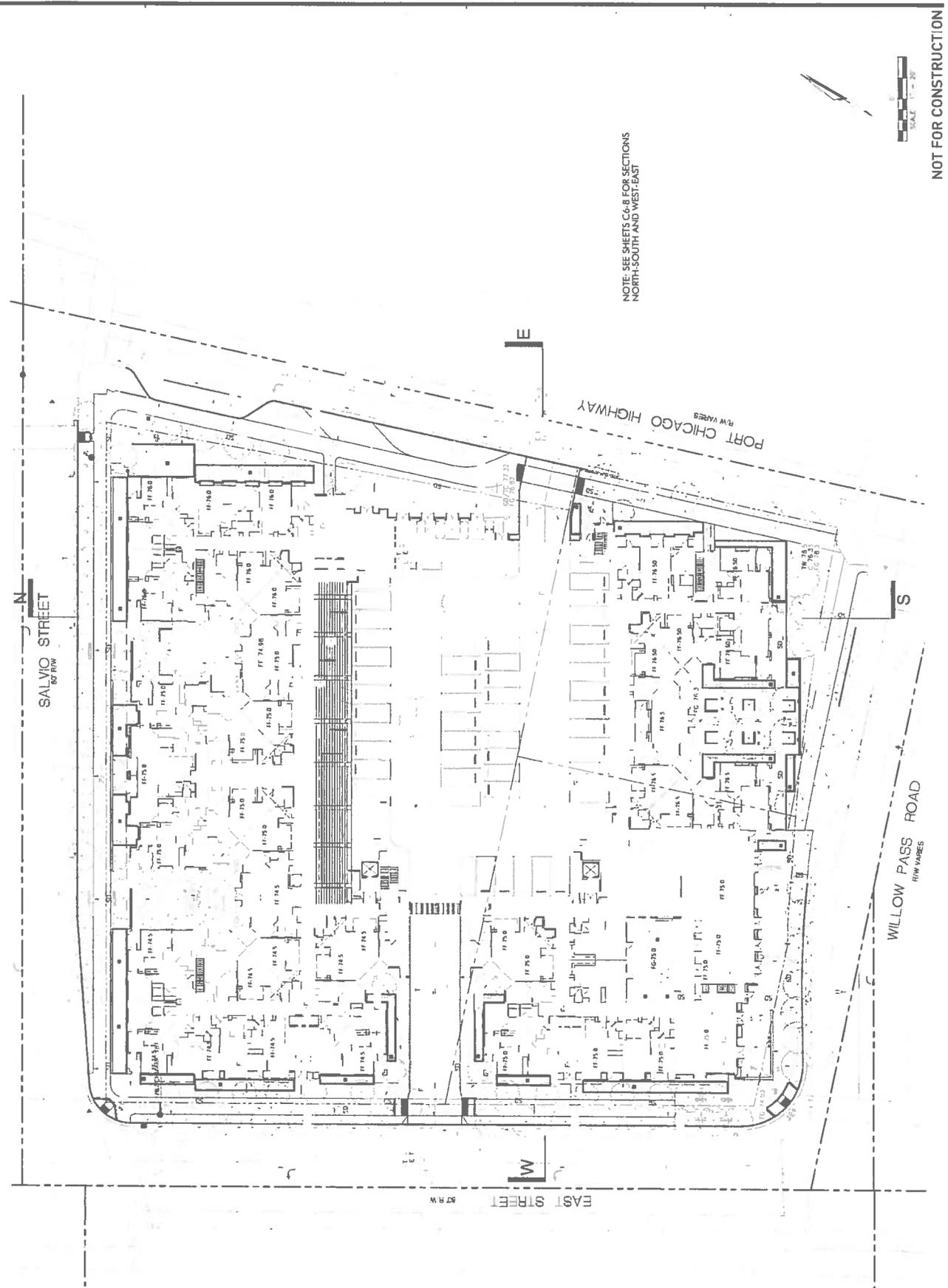
**OWNER INFORMATION:**  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC.  
 515 5th Ave W  
 Kirkland | WA | 98033

**CONSULTANT INFORMATION:**  
**FUSCOE**  
 2400 Camino Real, Suite 240  
 San Francisco, CA 94115  
 Tel: 415.774.8200 Fax: 415.774.8201  
 www.fuscoe.com

**DATE ISSUED:** 04-19-2016  
**PROJECT NO:** 2013-40142



**STAMP:**  
**SHEET NUMBER:** C7  
**SHEET TITLE:** CONCEPTUAL GRADING



NOTE: SEE SHEETS C6-B FOR SECTIONS  
 NORTH-SOUTH AND WEST-EAST

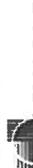


NOT FOR CONSTRUCTION



**CONCORD APARTMENTS**  
 2400 Salvia Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

**OWNER INFORMATION:**  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC.  
 515 5th Ave W  
 Kirkland | WA | 98033

**CONSULTANT INFORMATION:**  
  
**FUSCOE**  
 3405 UNIVERSITY CA. SUITE 200  
 BERKELEY, CA 94704  
 TEL: 925.835.0000 FAX: 925.835.5153  
 WWW.FUSCOE.COM

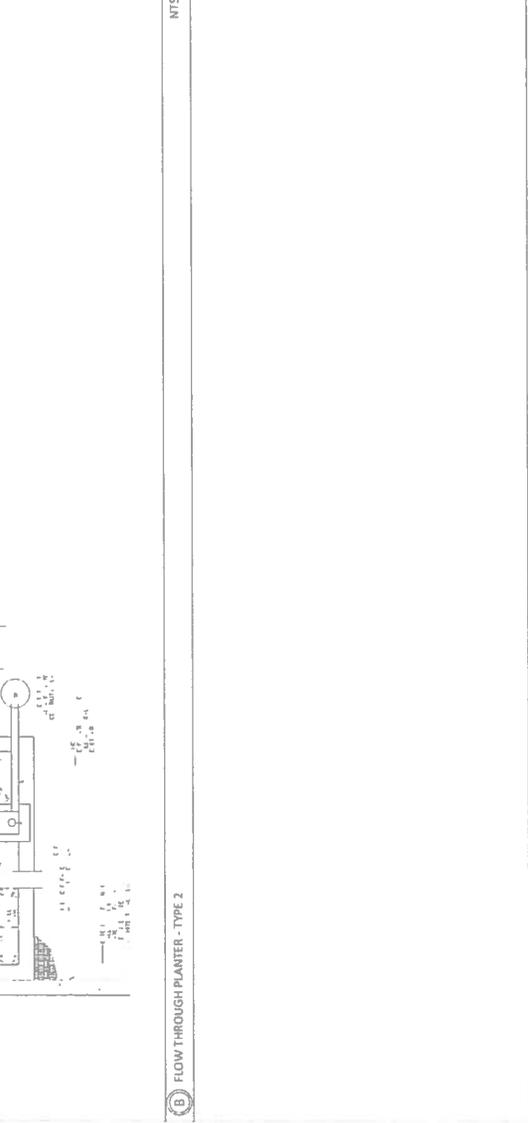
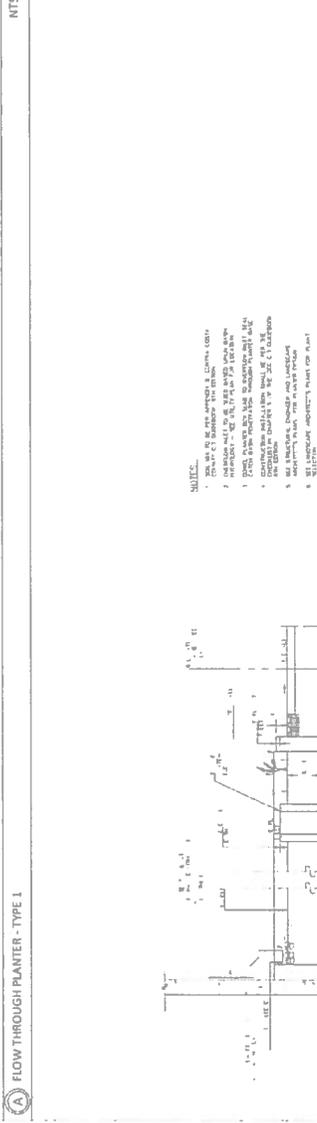
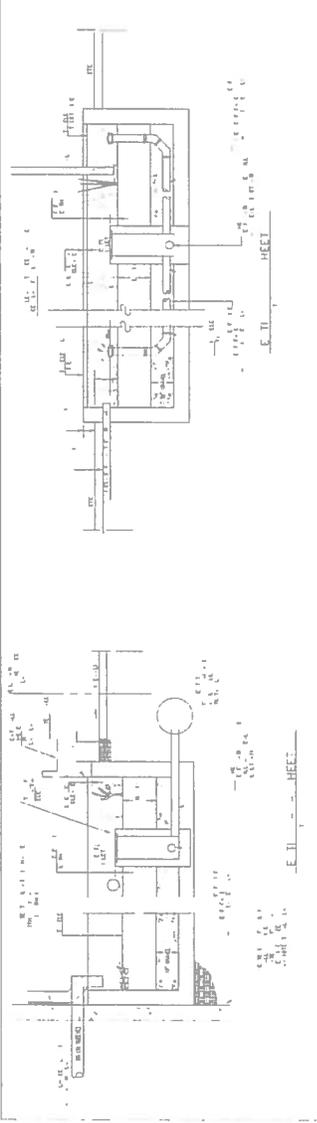
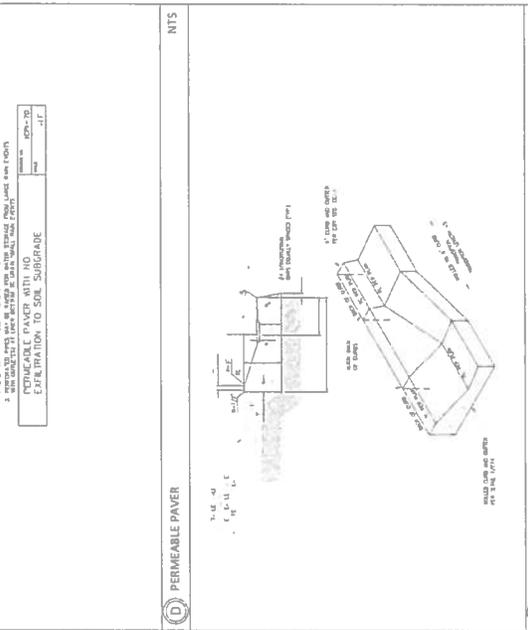
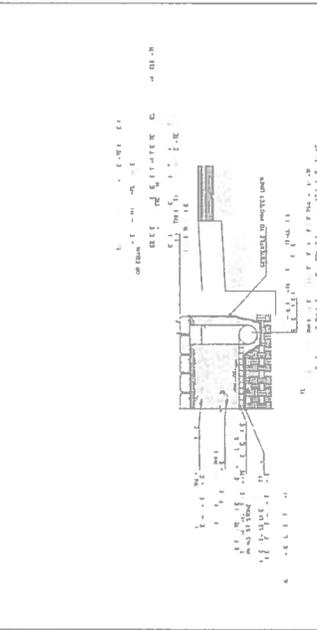
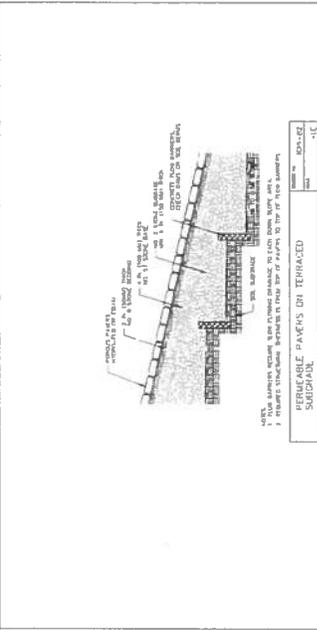
**DATE ISSUED:** 04-18-2014  
**PROJECT NO:** 2013-40142



**STAMP:**  
**SHEET NUMBER:** C4  
**SHEET TITLE:** DETAILS



**1141 8th Street  
 San Francisco, CA 94103  
 Tel: 415.774.8888  
 www.sva.com**



NOT FOR CONSTRUCTION

(A) FLOW THROUGH PLANTER - TYPE 1

(B) FLOW THROUGH PLANTER - TYPE 2

(C) NOT USED

(E) ROLLED CURB

(D) PERMEABLE PAVES

NTS

NTS

NTS

NTS

NTS

NTS

**CONCORD APARTMENTS**  
 2400 Salvia Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

**OWNER INFORMATION:**  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC.  
 515 5th Ave W  
 Kirkland | WA | 98033

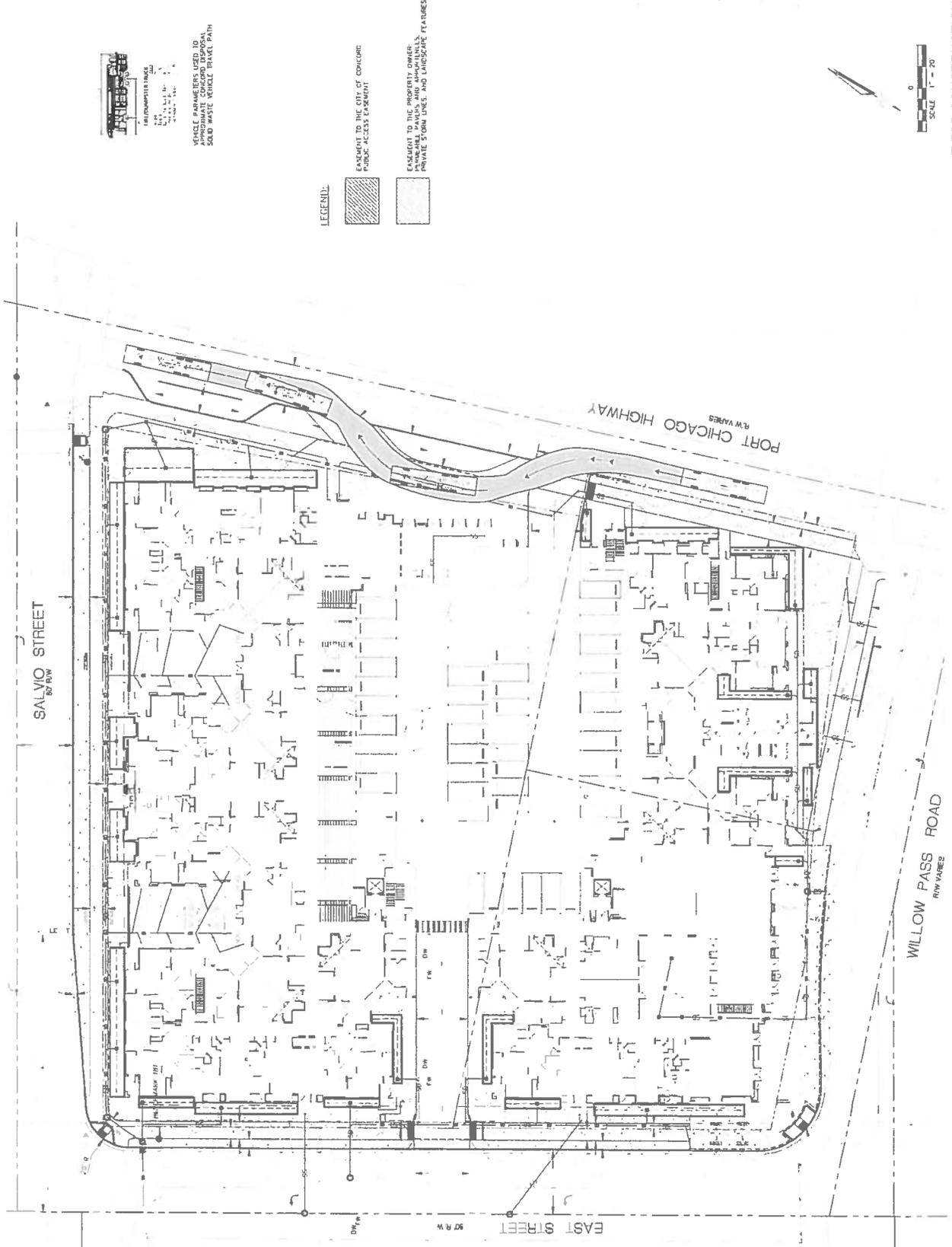
**CONSULTANT INFORMATION:**

**FUSCOE**  
 3400 Greenwood Ave., Suite 340  
 San Francisco, CA 94123  
 # 415 750 8922 • # 415 825 483133  
 www.fuscoe.com

**DATE ISSUED:** 04-18-2014  
**PROJECT NO.:** 2013-00142



**STAMP:**  
**SHEET NUMBER:** C5  
**SHEET TITLE:** SITE PLAN DIMENSIONS  
 AND EASEMENTS



**VEHICLE PARAMETERS USED TO  
 APPROXIMATE CONCORD DISPOSAL  
 SLOD WASTE VEHICLE TRAVEL PATH**

18' WHEELSPREAD TRUCK  
 100' WHEELBASE  
 100' WHEELSPAN  
 100' WHEELSPAN  
 100' WHEELSPAN

- LEGEND:**
- [Hatched Box] EASEMENT TO THE CITY OF CONCORD  
 PUBLIC ACCESS CORRIDOR
  - [Hatched Box] EASEMENT TO THE PROPERTY OWNER  
 PRIVATE STORM LINES, AND LANDSCAPE FEATURES



**NOT FOR CONSTRUCTION**

**CONCORD APARTMENTS**  
 2400 Salvia Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

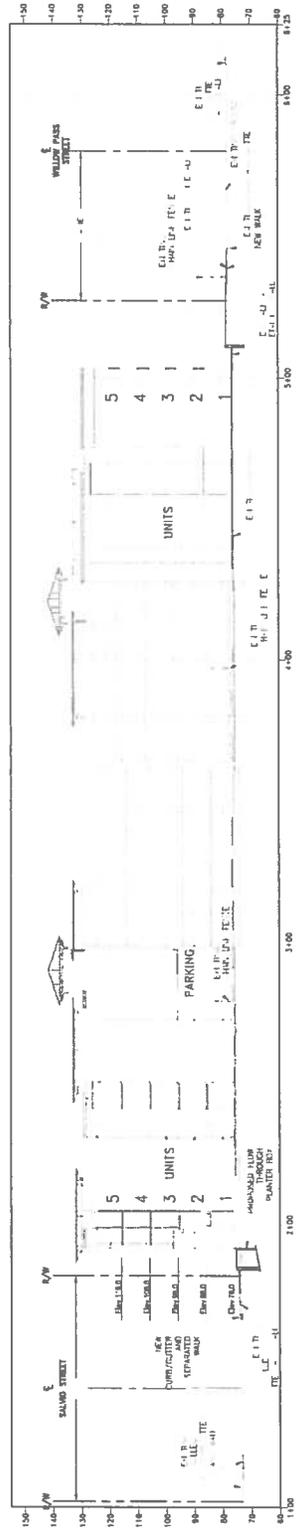
**OWNER INFORMATION:**  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC.  
 515 5th Ave W  
 Kirkland | WA | 98033

**CONSULTANT INFORMATION:**  
**FUSCOE**  
 ARCHITECTS  
 3400 Camino Real, Suite 340  
 San Bruno, CA 94066  
 Tel: 650.330.1000 Fax: 650.330.1113  
 www.fuscoearchitects.com

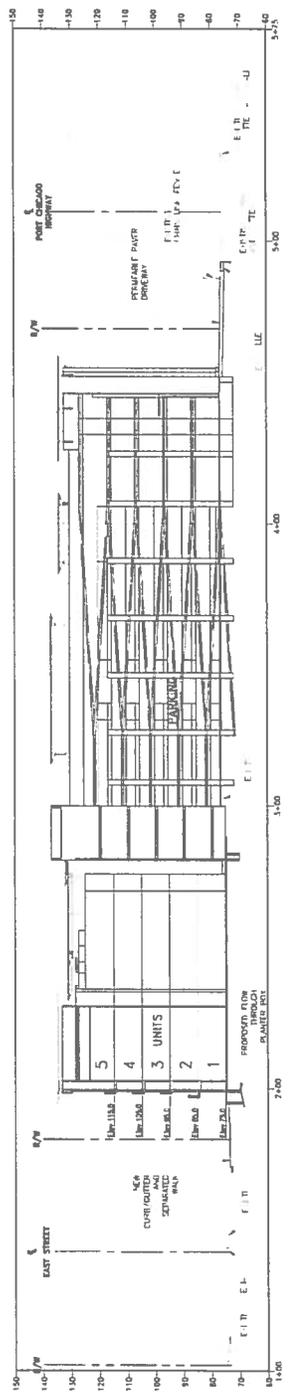
**DATE ISSUED:** 04-18-2014  
**PROJECT NO.:** 2013-40142



**STAMP:**  
**SHEET NUMBER:** 117 SECTIONS  
**SHEET TITLE:** N.S. AND W.E.



**SCALE:**  
 1/8" = 1'-0"



**SCALE:**  
 1/8" = 1'-0"

NOT FOR CONSTRUCTION

**CONCORD APARTMENTS**  
 2400 Salvia Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

**OWNER INFORMATION:**  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC.  
 515 5th Ave W  
 Kirkland | WA | 98033

**CONSULTANT INFORMATION:**  
  
**FUSCOE**  
 ARCHITECTS  
 2500 UNIVERSITY AVENUE, SUITE 240  
 BERKELEY, CA 94704  
 TEL: 925.835.8200 FAX: 925.835.8113  
 WWW.FUSCOE.COM

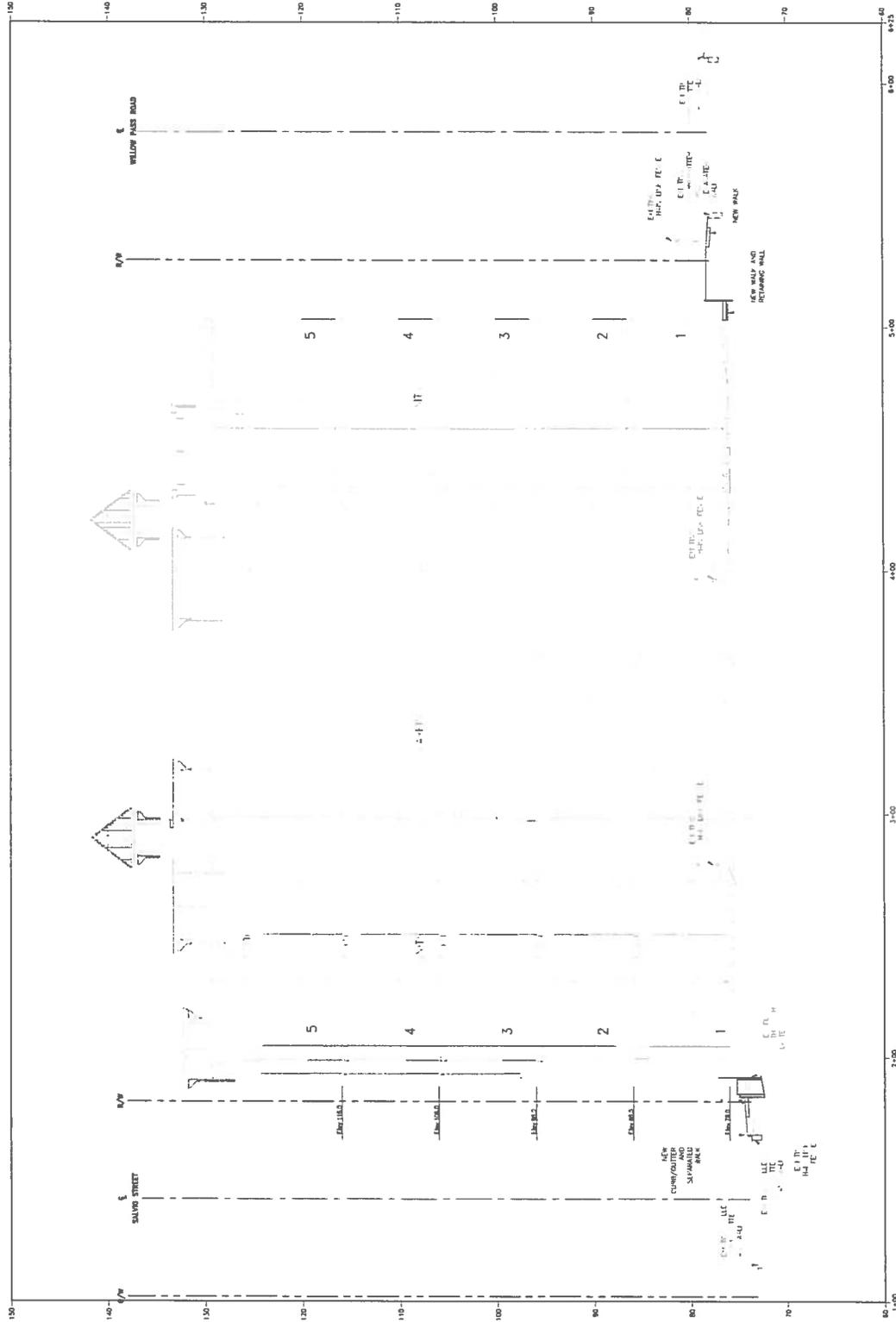
**DATE ISSUED:** 04-18-2014  
**PROJECT NO.:** 2013-40142



**STAMP:**  
**SHEET NUMBER:** EAKG040201 CT  
**SHEET TITLE:** SECTIONS



**DATE:** 1/18/2014  
**PROJECT:** 101010101  
**SCALE:** 1/8" = 1'-0"



**SCALE**  
 1/8" = 1'-0"

**NORTH-SOUTH SECTION**  
 REF. SHEET C7

**NOT FOR CONSTRUCTION**







**CONCORD APARTMENTS**  
 2400 Salvia Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

**OWNER INFORMATION:**  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC,  
 515 5th Ave W  
 Kirkland | WA | 98033

**CONSULTANT INFORMATION:**

**PGA design**

441 17th Street, Oakland, CA 94612  
 (510) 865-1388 | www.pga.com

DATE ISSUED: 04-18-2016  
 PROJECT NO: 2013-03342  
 SCALE: AS NOTED



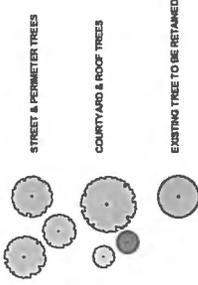
**GROUND LEVEL  
 SITE PLAN**



**LANDSCAPE MATERIAL LEGEND**

- CITY STANDARD SIDEWALK GRAY CONCRETE
- COLORS CONCRETE
- PERMEABLE CONCRETE PAVERS, COLOR 1
- PERMEABLE CONCRETE PAVERS, COLOR 2
- CONCRETE PAVERS
- AGGREGATE PAVING
- WOODEN (OR ALU) DECKING
- PLANTING AREA WITH SHRUBS AND GROUND COVER
- FLOW THROUGH PLANTER
- NO-MOW TURF

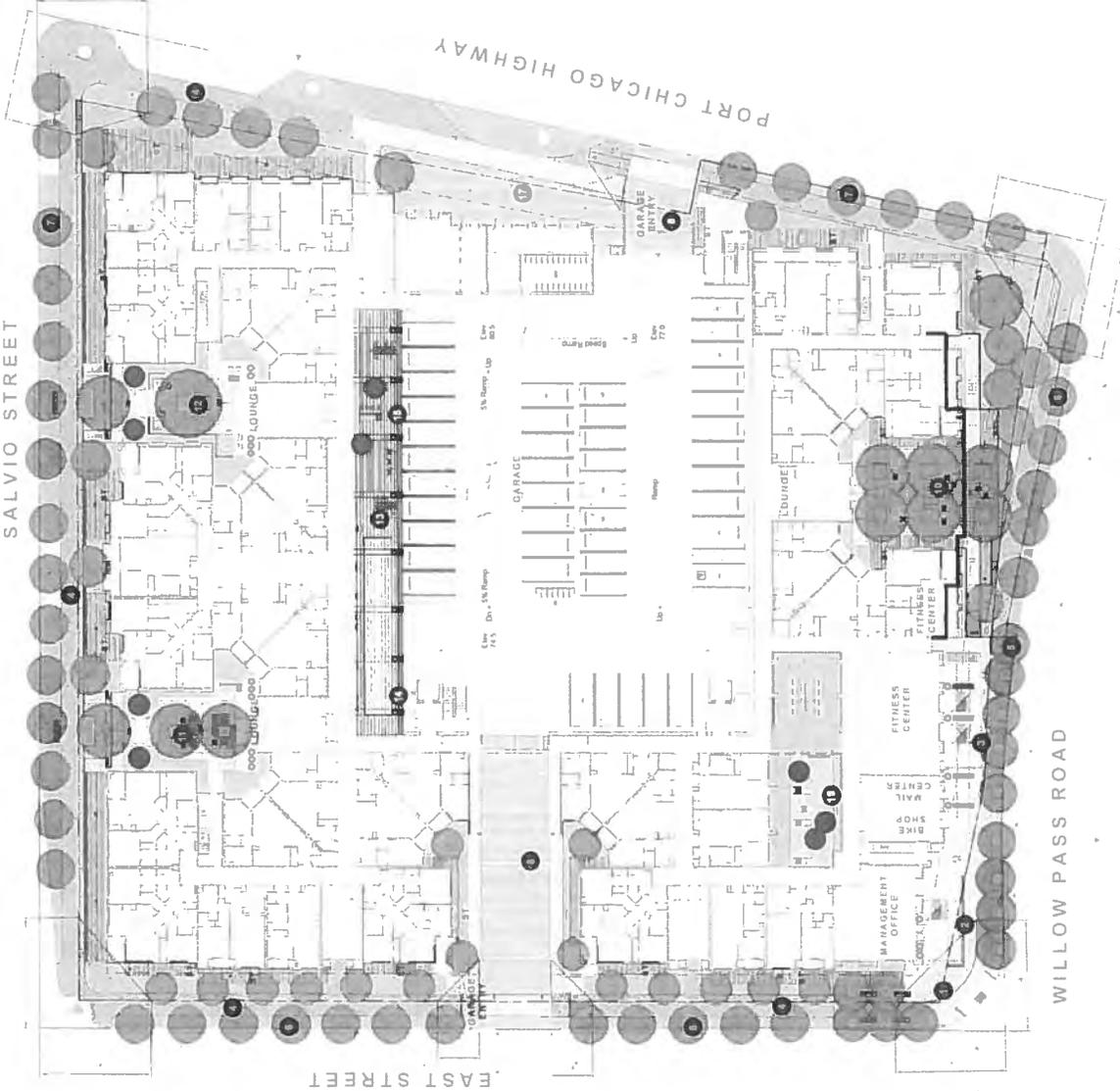
**PLANT LEGEND**  
 (SEE SHEET L1.9 FOR PROPOSED SPECIES)



- 1 PERMEABLE PAVEMENT URBAN PLAZA, SEE L-1
- 2 RAISED PUBLIC PATIO AT MANAGEMENT OFFICE, SEE L-1
- 3 PUBLIC PATIO AT FITNESS CENTER, SEE L-1
- 4 WIDENED CONCRETE BIOWALKWAY, SEE L-1
- 5 EXISTING STREET TREE, TYP. SEE L-8
- 6 PROPOSED STREET TREES - SUN TOLERANT, TYP. SEE L-8
- 7 PROPOSED STREET TREES - PART SHADE TOLERANT, TYP. SEE L-9
- 8 VEHICULAR-GRADE PERMEABLE PAVERS AT GARAGE ENTRANCES, SEE L-8
- 9 PUBLIC SEATING AREA, SEE L-3
- 10 SOUTH COURTYARD WITH FENCE AND GATE, SEE L-1
- 11 NORTH COURTYARD WITH FENCE AND GATE, SEE L-3
- 12 NORTH COURTYARD WITH FENCE AND GATE, SEE L-3
- 13 RECREATION DECK WITH SHADE STRUCTURE, SEE L-4
- 14 BOCCIE BALL COURT, SEE L-4
- 15 HIGH DINING / BAR AREA, SEE L-4
- 16 RECREATION DECK AT MANAGEMENT OFFICE & FITNESS CENTER, SEE L-4
- 17 TRASH PICK-UP AREA WITH VEHICULAR-GRADE PERMEABLE PAVERS



**GROUND LEVEL SITE PLAN**





**CONCORD APARTMENTS**  
2400 Salvia Street and 2402 and  
2471 Willow Pass Road  
Concord | California

**OWNER INFORMATION:**  
NICHOLSON DEVELOPMENT  
PROPERTIES, L.L.C.  
515 5th Ave W  
Kirkland WA | 98033

**CONSULTANT INFORMATION:**

**PGA design**

441 17th Street, Oakland, CA 94612  
Tel: 510.463.7294 Fax: 510.463.1250

**DATE ISSUED:** 04-18-2018  
**PROJECT NO.:** 2013-03022

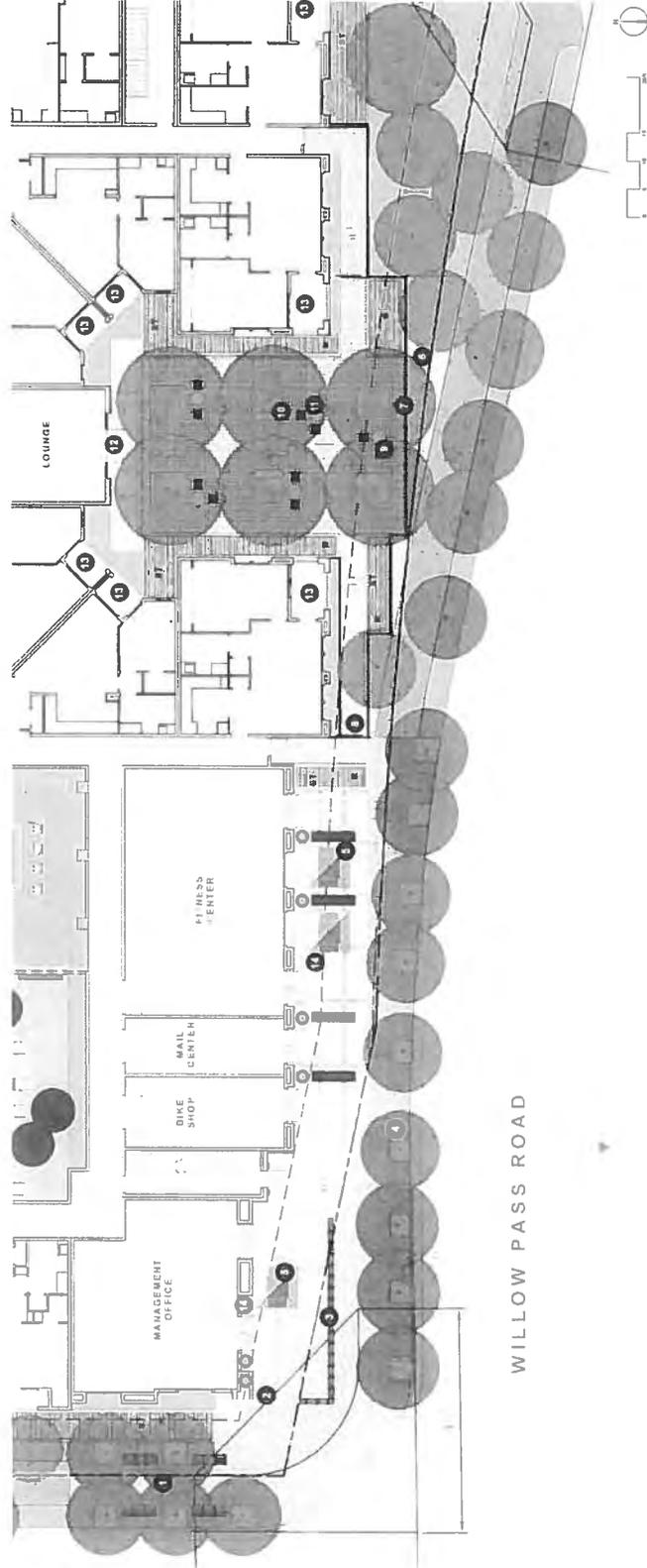
**SCALE:** AS NOTED



**SHEET NUMBER:** L-1  
**SHEET TITLE:**  
URBAN PLAZA &  
SOUTH COURT-  
YARD PLAN



- 1 DOUBLE ROW STREET TREES, 24" BENCHES WITH BAGS & ARMRESTS UNDERNEATH
- 2 STEP UP TO MANAGEMENT OFFICE PATIO
- 3 BI-KATE DETERRANT REYNWALL AT PUBLIC PLAZA
- 4 SINGLE ROW STREET TREES
- 5 PLAZA FURNISHINGS
- 6 DRY GARDEN
- 7 ART SCREEN & SECURITY FENCE, 4'-6" HEIGHT (PERFORATED METAL)
- 8 ACCESS GATES TO SOUTH COURTYARD
- 9 PLANTER SEATS
- 10 SHADE TREES, SEE L-9
- 11 CAFE STYLE FURNISHINGS
- 12 ACCESS TO INTERIOR LOUNGE
- 13 UNIT PATIO, TYP.
- 14 POTS WITH EVERGREEN SHRUBS



WILLOW PASS ROAD

**URBAN PLAZA & SOUTH COURTYARD PLAN**



**CONCORD APARTMENTS**  
 2400 Salvia Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

**OWNER INFORMATION:**  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC.  
 515 5th Ave W  
 Kirkland | WA | 98033

**CONSULTANT INFORMATION:**

PGA design

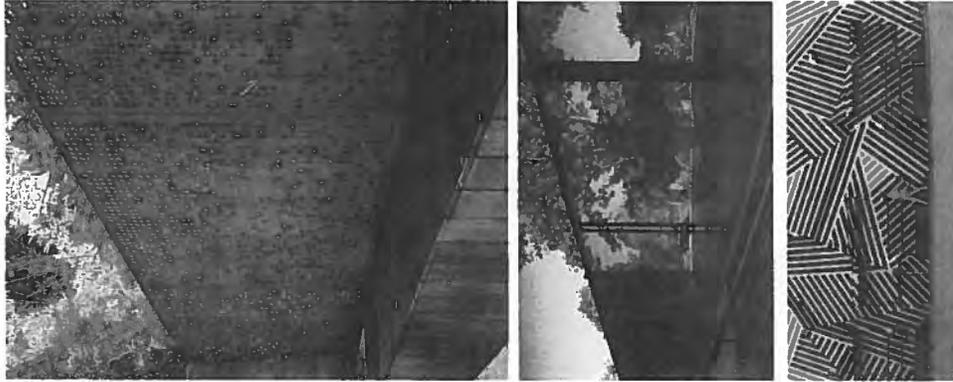
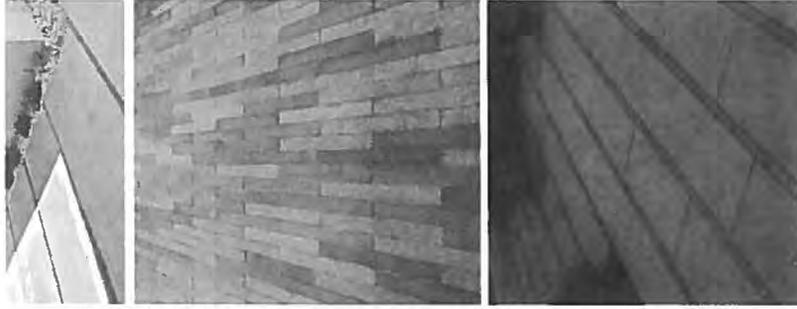
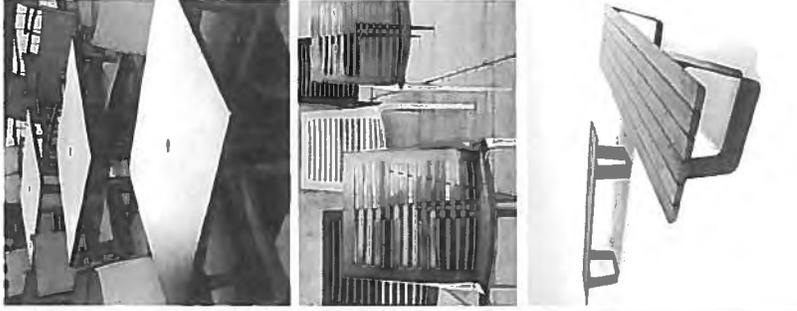
44 S 17th Street, Oakland, CA 94612  
 (510) 865-1300 | (510) 865-1300

**DATE ISSUED:** 04-18-2014  
**PROJECT No:** 2013-0044-L  
**SCALE:** AS NOTED



**NORTH**  
**SHEET NUMBER:** L-2  
**SHEET TITLE:**  
 URBAN PLAZA &  
 SOUTH  
 COURTYARD  
 IMAGES

DATE



URBAN PLAZA & SOUTH COURTYARD IMAGES



**CONCORD APARTMENTS**  
 2400 Salvia Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

OWNER INFORMATION:  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC.  
 515 5th Ave W  
 Kirkland | WA | 98033

CONSULTANT INFORMATION:  
 P&A design

441 17th Street, Oakland, CA 94612  
 Tel: 510.430.7500 Fax: 510.430.1525  
 www.pandadesign.com

DATE ISSUED: 04-18-2018  
 PROJECT NO: 2013-03-03-01  
 SCALE: AS NOTED



NORTH  
 SHEET NUMBER: L-3

**NORTH  
 COURTYARDS  
 PLAN**

DATE:

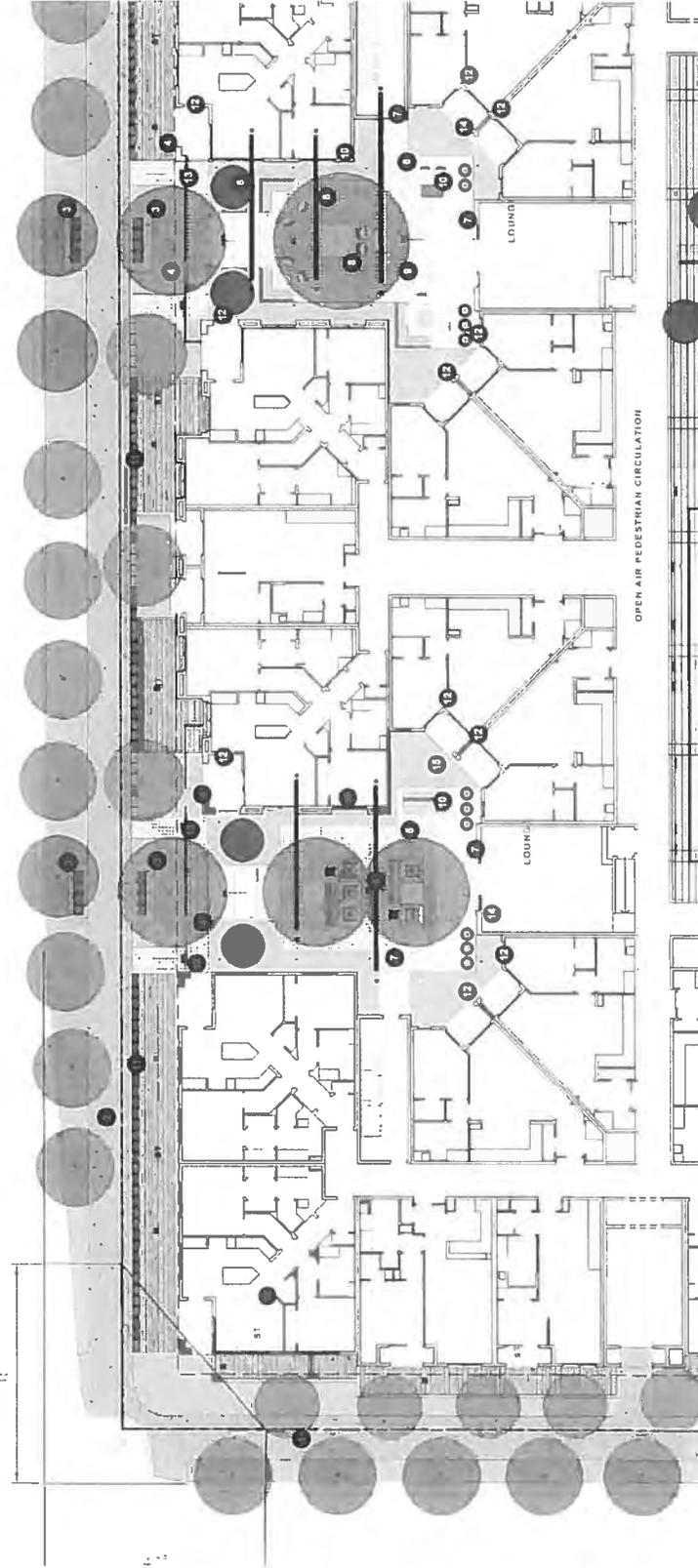


1000 Broadway, Suite 900  
 San Francisco, California 94107  
 Tel: 415.774.1100 Fax: 415.774.1101  
 www.sva.com

CONCORD APARTMENTS - NORTH COURTYARDS PLAN - L-3

- 1 SINGLE ROW STREET TREES
- 2 SINGLE ROW STREET TREES
- 3 24" BENCHES WITH BACK & ARM RESTS
- 4 ACCESS GATES TO NORTH COURTYARD
- 5 DINING FURNISHINGS
- 6 CANOPY TREES
- 7 ACCESS POINTS TO BUILDING INTERIOR
- 8 LOUNGE HOOK WITH BUILT IN FURNISHINGS
- 9 LOUNGE HOOK WITH FREYTT
- 10 COMMERCIAL STRING LIGHTING
- 11 SKATE DETERRENT BEAT WALLS
- 12 UNIT PATIO, TYP.
- 13 PERFORATED METAL SECURITY FENCE, 44" HIGH
- 14 POTS WITH EVERGREEN SHRUBS
- 15 OUTDOOR BAR WITH SINK

**SALVIO STREET**



OPEN AIR PEDESTRIAN CIRCULATION



**NORTH COURTYARDS PLAN**



**CONCORD APARTMENTS**  
 2400 Salvo Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

**OWNER INFORMATION:**  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC.  
 515 5th Ave W  
 Kirkland WA | 98033

**CONSULTANT INFORMATION:**

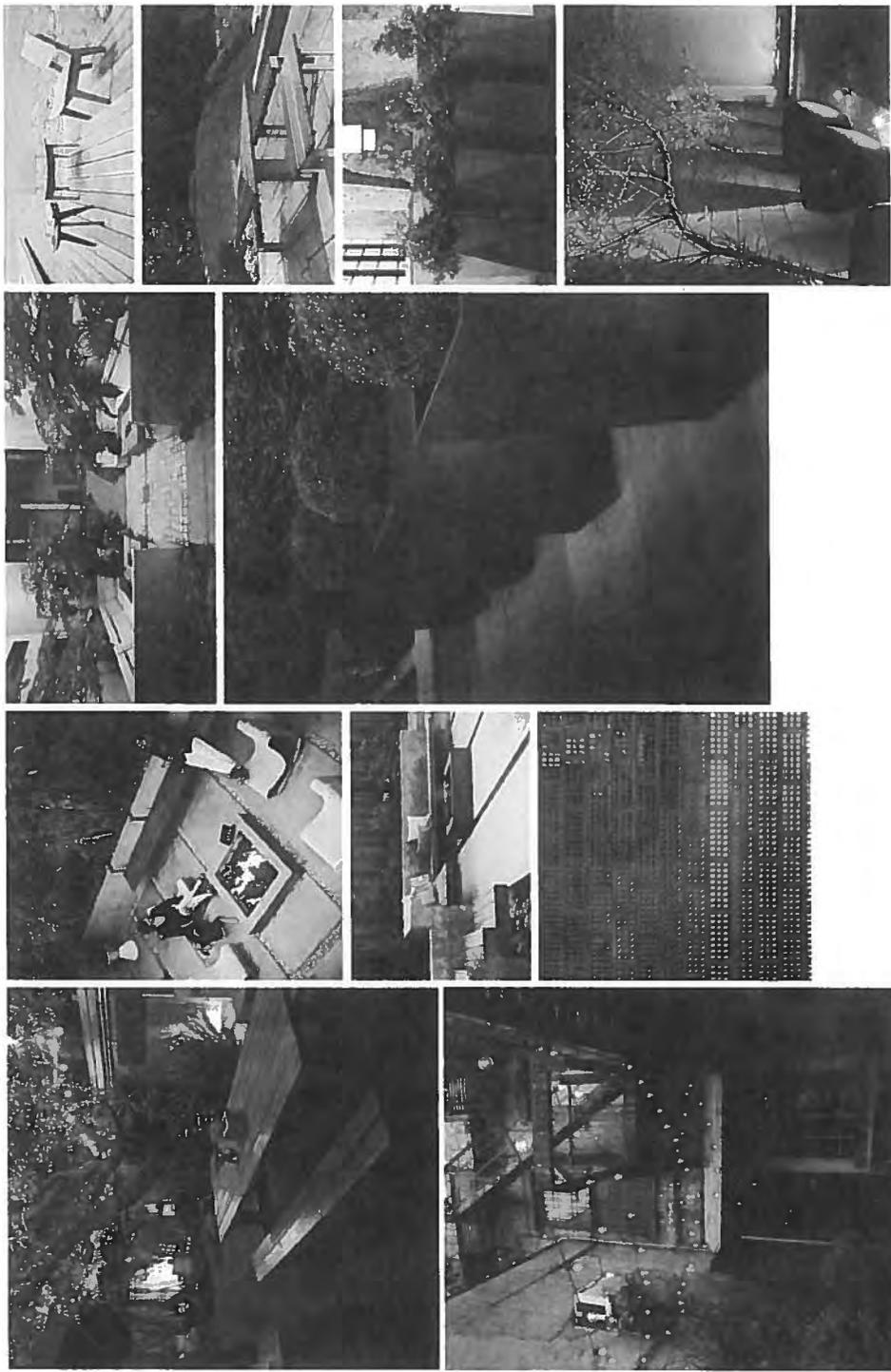
PGA design

444 17th Street, Oakland, CA 94612  
 510.435.1258 Fax: 510.435.1259

DATE ISSUED: 04-18-2016  
 PROJECT NO: 2013-00043-3  
 SCALE: AS NOTED



NORTH  
 SHEET NUMBER: L-4  
 SHEET TITLE:  
**NORTH COURTYARD  
 IMAGES**



NORTH COURTYARD IMAGES



**CONCORD APARTMENTS**  
 2400 Salvia Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

OWNER INFORMATION:  
**NICHOLSON DEVELOPMENT PROPERTIES, LLC.**  
 515 5th Ave W  
 Kirkland | WA | 98033

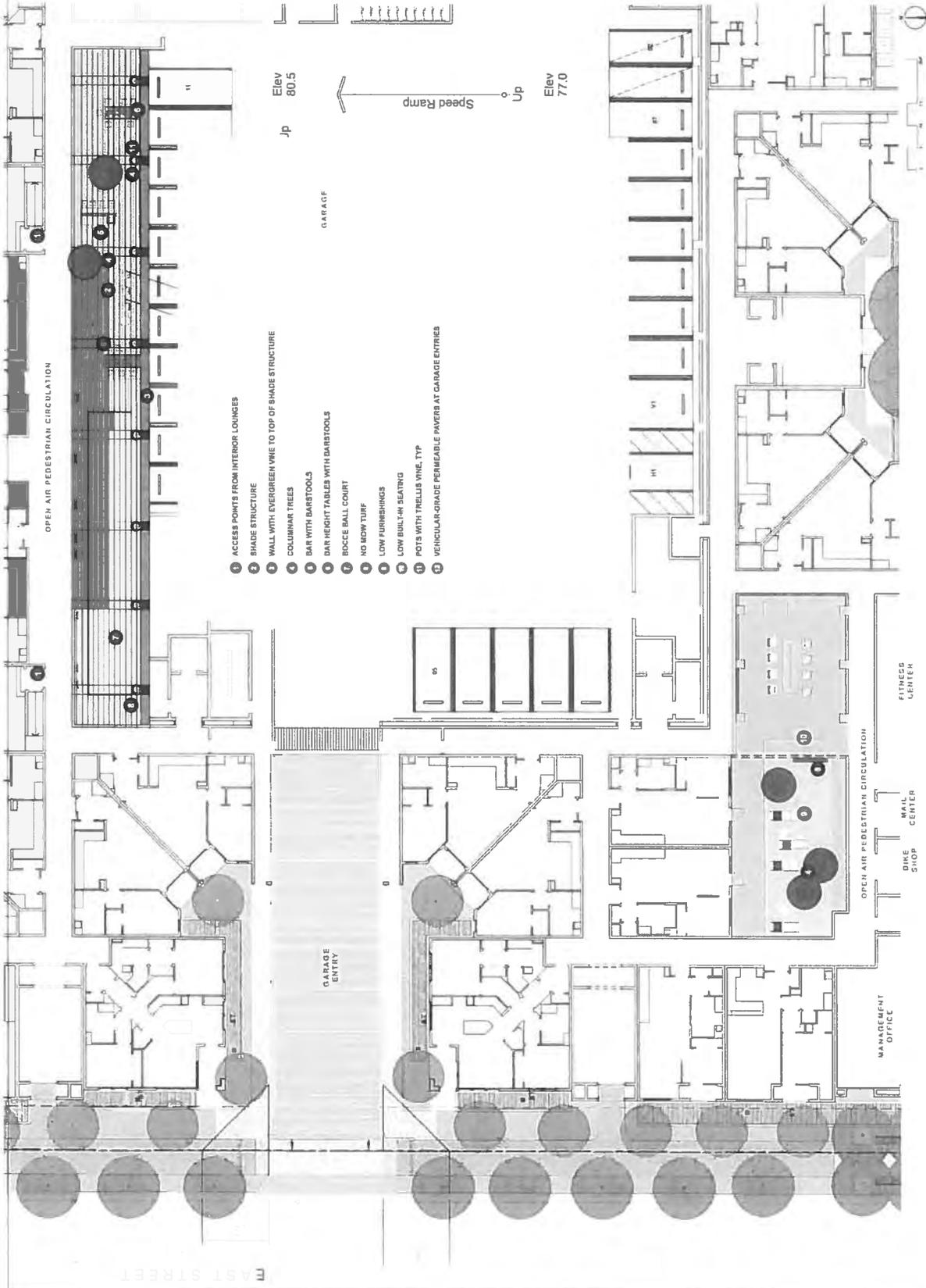
CONSULTANT INFORMATION:  
**PCA design**

441 17th Street, Oakland, CA, 94612  
 Tel: 510.861.1124 Fax: 510.861.1126

DATE ISSUED: 01-18-2016  
 PROJECT NO: 2013-48342-  
 SCALE: AS NOTED



NORTH  
 SHEET NUMBER: L-5  
 SHEET TITLE:  
**GROUND LEVEL DECKS PLAN**



- 1 ACCESS POINTS FROM INTERIOR LOUNGES
- 2 SHADE STRUCTURE
- 3 WALL WITH EVERGREEN VINE TO TOP OF SHADE STRUCTURE
- 4 COLUMNAR TREES
- 5 BAR WITH BARSTOOLS
- 6 DAY HEIGHT TABLES WITH BARSTOOLS
- 7 BOCCIE BALL COURT
- 8 NO BOW TURF
- 9 LOW FURNISHINGS
- 10 LOW BUILT-UP SEATING
- 11 POTS WITH TRELIS VINE, TYP
- 12 VEHICULAR-GRADE PERMEABLE PAVERS AT GARAGE ENTRIES

GROUND LEVEL DECKS PLAN



**CONCORD APARTMENTS**  
 2400 Salvia Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

**OWNER INFORMATION:**  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC.  
 515 5th Ave W  
 Kirkland WA | 98033

**CONSULTANT INFORMATION:**

PCA design

44117th Street, Oakland, CA 94612  
 Tel: 510 433 1784 Fax: 510 433 1726

**DATE ISSUED:** DA-18-2016  
**PROJECT N°:** 2015-04042  
**SCALE:** AS NOTED



**MONTH:**  
**SHEET NUMBER:** L-6  
**SHEET TITLE:**  
**GROUND LEVEL  
 DECKS IMAGES**

04/17/16



**SVA ARCHITECTS**  
 1100 16th Street, Suite 1000, San Francisco, California 94103  
 Tel: 415 774 2977 Fax: 415 774 2978  
 www.sva.com



GROUND LEVEL DECKS IMAGES



**CONCORD APARTMENTS**  
 2400 Salvia Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

**OWNER INFORMATION:**  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC,  
 515 5th Ave W  
 Kirkland | WA | 98033

**CONSULTANT INFORMATION:**

**PGA** sba | gn  
 445 7th Street, Oakland, CA 94612  
 510 462 7344 | 510 462 7350

**DATE ISSUED:** 04-18-2016  
**PROJECT NO.:** 2015-0404-02  
**SCALE:** AS NOTED



**NORTH**  
**SHEET NUMBER:** L-7  
**SHEET TITLE:**  
**ROOF LEVEL**  
**LOUNGES PLAN**



**ROOF LEVEL LOUNGES PLAN**



- 1 ACCESS POINTS TO ROOF DECKS
- 2 SHADE STRUCTURE
- 3 LOW LOUNGE FURNISHINGS
- 4 ORNAMENTAL TREES - SUN TOLERANT IN LARGE PLANTER
- 5 MEDIUM POTS / PLANTERS WITH EVERGREEN SHRUBS, TYP
- 6 OUTDOOR KITCHEN WITH GRILLS & SINK
- 7 VIEWING COUNTER
- 8 COMMUNAL DINING TABLE
- 9 LOUNGE AREA WITH FIRE PIT
- 10 COMMERCIAL STRING LIGHTING
- 11 TRANSPARENT WIND SCREEN
- 12 NON-OCCUPIED ROOF
- 13 EGRESS ROUTE

EAST STREET



**CONCORD APARTMENTS**  
 2400 Salvo Street and 2402 and  
 2471 Willow Pass Road  
 Concord | California

**OWNER INFORMATION:**  
 NICHOLSON DEVELOPMENT  
 PROPERTIES, LLC,  
 515 5th Ave W  
 Kirkland | WA | 98033

**CONSULTANT INFORMATION:**

PGA design

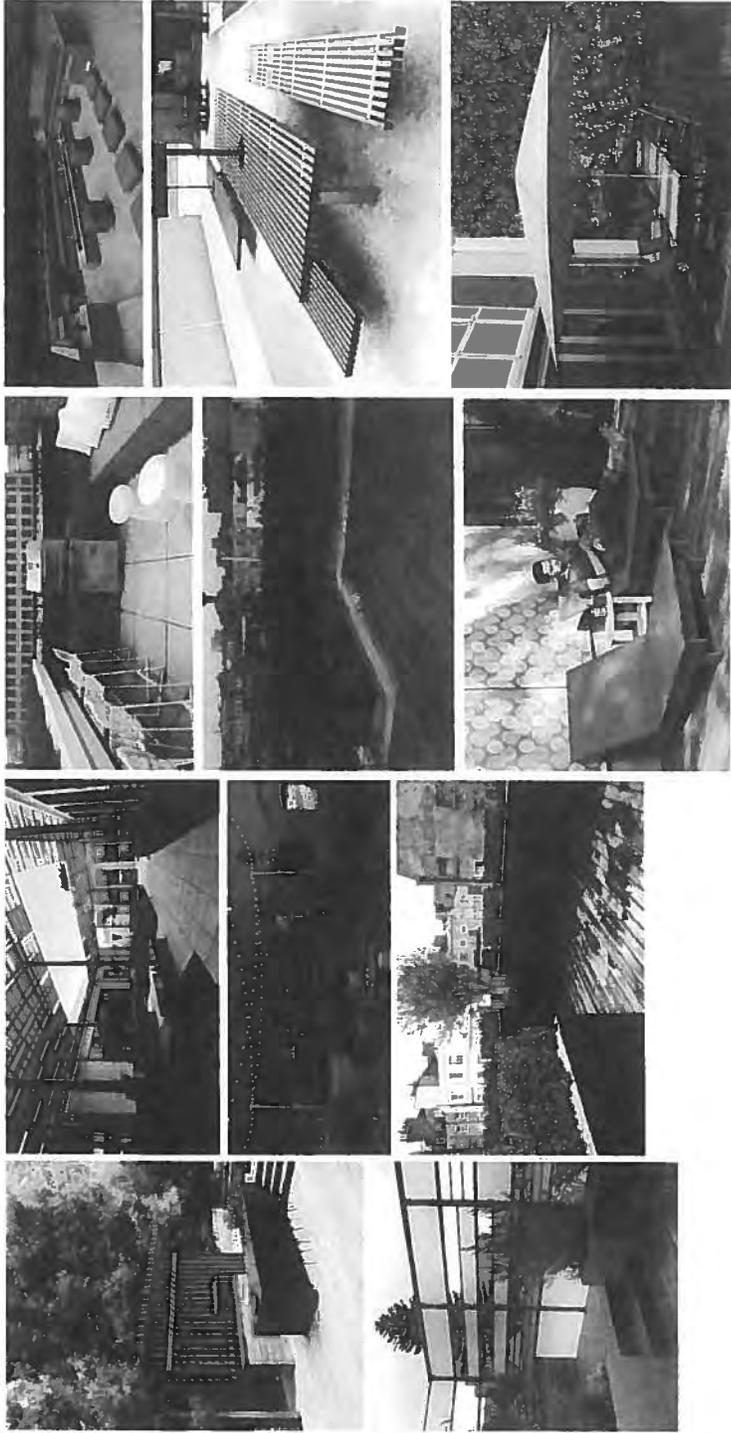
444 17th Street, Oakland, CA 94612  
 916 434 1200 | 916 434 1202

**DATE ISSUED:** 01-18-2016  
**PROJECT NO:** 2014-04-01  
**SCALE:** AS NOTED



**DATE:** 01-18-2016  
**SHEET NUMBER:** L-8  
**PROJECT TITLE:**  
**ROOF LEVEL  
 LOUNGES IMAGES**

1/18/16



ROOF LEVEL LOUNGES IMAGES





**REPORT TO DESIGN REVIEW BOARD**

DATE: May 12, 2016

**I. GENERAL INFORMATION**

**Project Name:** 2400 Willow Pass Road New Multi-family Residential (PRE16001 - DR)

**Review Status:** Conceptual Design Review

**Location:** 2400 Willow Pass Road

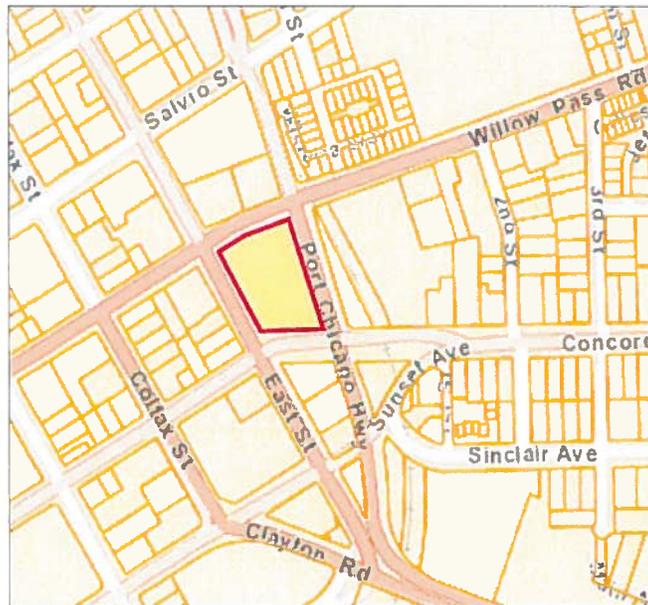
**Parcel Number:** APN 126-082-008

**General Plan:** Downtown Mixed Use

**Zoning:** DMX (Downtown Mixed Use)

**Applicant:** David Jones  
Argent Concord, LLC  
121 7th Avenue  
Santa Cruz, CA 95062  
(650) 318-8411

**Vicinity Map:**



## II. PROJECT BACKGROUND

The applicant submitted a preliminary application for a new 7 story, 171 multi-family residential unit, 297,461 square foot building on a 1.57 acres at 2400 Willow Pass Road.

### **Downtown Specific Plan**

The project location is identified in the Downtown Specific Plan (DSP) as an “area of interest” (see page 44 and 48 of DSP) and further is in the Todos Santos District as a residential site. Some of the key elements outlined in the Design Guidelines portion of the DSP are as follows:

- Breaking up single large block buildings into a smaller series of buildings / variation in the facades to create a finer building grain fabric.
- Providing important roofline articulations / stepping back the top floors of buildings.
- Ensuring the ground floor of buildings relate and enhance the public realm / streetscape.

### **ECAR Committee & the Design Review Board**

The Early California Architectural Review Committee (ECAR) is currently expanding the design guidelines section of the DSP. The ECAR has delineated boundaries of the downtown into the Inner Core and the Outer Core. The project is located in the Outer Core of the downtown area, which has been reviewed by the ECAR committee for more transit, walkable, pedestrian-oriented developments. The ECAR has met several times to discuss the Todos Santos Design Guidelines and, more specifically the type of architecture that is appropriate for the Inner Core versus the Outer Core. On March 14, 2016, the Early California Architectural Review Committee (ECAR) met to review the 30% revisions for the Todos Santos Design Guidelines. Members of the Design Review Board and stakeholders consisting of property owners, developers, architects and the Downtown Business Association were present in the audience.

Stakeholders as well as DRB members stated that due to constraints of current construction methods, parking requirements, fiscal feasibility, marketability of developments, and development regulations, a less prescriptive approach to architecture was favored in the Outer Core, while still maintaining high quality developments. The ECAR Committee summarized that guidelines were sought for both the Inner Core and the Outer Core. In the Inner Core, a range of styles including Spanish and Spanish reflective could be incorporated. If a historic property was destroyed, then it would be encouraged to develop with current architectural practice. Otherwise a property could stay historic and make improvements to keep the historical character. In the Outer Core the standards would reflect a diversity of contemporary architectural styles with a focus on mixed-use development that incorporates pedestrian friendly features at the ground floor.

### **March 30 ECAR & DRB Meeting**

On March 30, 2016, the applicant, David Jones, and the project architect, KTG Y for the 2400 Willow Pass Road new multi-family residential development, appeared before the Early California Architectural Review Committee (ECAR) & DRB for a preliminary review.

At the March 30th conceptual proposal review, the ECAR and the DRB provided the following comments:

- In general the ECAR was in support of the project and liked the direction of the project.
- The ECAR appreciated the courtyard opening towards Todos Santos Plaza as a gesture to connect to the downtown.
- The ECAR liked the façade presented that was a more modern flavor.

The ECAR made the following recommendations:

- Develop the remaining 3 elevations of the project with four-sided architecture.
- The proposed garage elevations should also appear as a front façade with good detailing and go beyond just a functional appearing elevation.
- The proposed elevation facing BART should appear as a front façade.
- The treatment of the base materials should be handled with care.
- The base townhome units should be broken up to appear as individual units.
- The corner treatment on East Street and Concord Blvd. should be studied more as it will be a visible corner.
- Some members of the Committee were concerned over the white institutional appearance of portions of the projects, while others were in support of a more modern appearance.

### **III. DISCUSSION**

On April 26, 2016 the applicant filed a preliminary application. Staff is supportive of the proposal as it is in keeping with the ECAR & DRB recommendations from March 30<sup>th</sup>, and because the architecture of the development will foster more exciting projects in the downtown. The applicant requests feedback on the conceptual design prior to the project being revised for a preliminary review. The following is a more detailed description of the project.

#### **A. Site Plan/Circulation/Parking:**

1. The proposed parking is podium style, with the first two floors designated for residential and guest parking.
2. Parking garage access is off Willow Pass Road. The plan proposes a total of 211 parking spaces where 268 are required by code.
3. Loading is off Willow Pass Road. The plan proposes an internal loading area with trucks backing into the loading zone.

**B. Proposed units and amenities:**

1. A total of 171 units are proposed with the following break-down of units:  
6 two story townhome units are proposed along East Street  
10 studio units  
99 one bedroom units  
56 two bedroom units
2. An amenity is proposed along the ground floor northwest corner of Willow Pass Road and East Street. A second residential amenity is proposed on the third level. Further clarification is required on the type.
3. An open courtyard is proposed on the third level with the major courtyard opening facing west towards Todos Santos Plaza, and a minor opening facing Port Chicago Hwy.
4. Two residential entrances are proposed, the first off Willow Pass Road and the second minor entry off Concord Blvd.

**C. Architecture & Building Design Comments:**

Staff has the following comments and recommendations for the Board's consideration:

1. Although the proposed project is a modern residential project with a flat roof, the architect should evaluate varying the height at certain locations to add vertical interest to the roofline.
2. Provide a sun angle diagram to study the courtyard during major seasons of the year (see DSP page 83).
3. The top floor should be further distinguished by varying the fenestration, or setbacks or special detailing (see DSP page 83).
4. Provide enlarged typical details at significant locations on the project to clarify materials and dimensions; residential unit at balcony, townhome unit, first floor entrance area, corner units, eave and cornice line.
5. The Willow Pass Road façade faces north with another proposed residential project directly across. Green screen is proposed along the north, however, this may be an opportunity to vary the façade with more care and detail and introduce artwork on the façade (see DSP page 86).
6. The amount of stucco should be limited to accent areas only. High quality durable materials are preferred throughout the project, especially at the treatment of the base. It is preferable that the base have higher quality materials such as masonry.
7. Increase the width of the stairs and landing leading to the residential entry off Willow Pass Road.

8. Annunciate the main residential entrances into the studio, one bedroom and two bedroom units further and make them special features (see DTSP page 85).
9. Detail the residential balconies with materials, dimensions so that they are a special design element.
10. Provide a material sample board of all the major materials including the residential window glass and the storefront glazing. Provide clarification, for example, will the proposed cementitious panels have a texture finish or be smooth.
11. Provide a public amenity at the street level, preferably public art or public seating at the raised plaza.
12. Introduce special paving at the garage and loading entrances area.
13. Bays should project out 3 to 4 feet from the main façade.

**D. Landscaping:**

1. Propose special paving or sidewalk treatment along the entire length of East Street.
2. Clarify which plants will be used at the courtyard level versus the street level.
3. Clarify if the proposed plant palette will provide year round color.
4. Provide lighting fixtures in the third floor courtyard and first floor raised plaza area.
5. Identify publicly accessible, at-grade open space with benches or seating areas at the ground level or other street furniture (see DSP pg. 83).
6. Provide a complementary palette of site furnishings, including trash receptacles, lighting and benches.
7. Provide blowup details of the landscaped areas.

**IV. SUMMARY**

Staff recommends that the Board review the plans, consider the recommendations discussed in this report, identify any additional issues, and provide the applicant with comments for incorporation into the final project design for the Board's review.

Prepared by:



Afshan Hamid, AICP

Associate Planner

(925) 671-3281

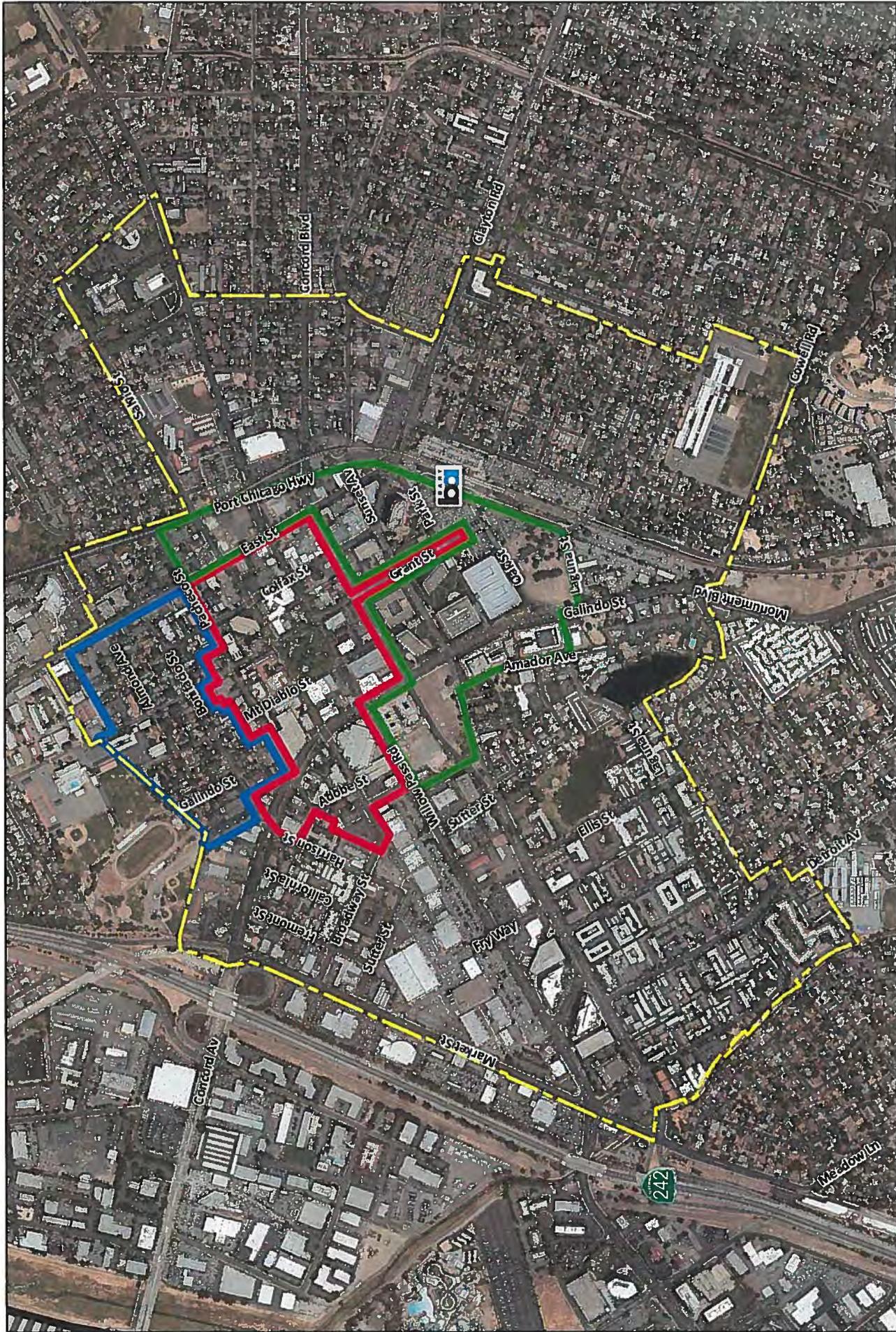
[Afshan.hamid@cityofconcord.org](mailto:Afshan.hamid@cityofconcord.org)

Exhibits:

A- Inner Core & Outer Core Map

B - Drawings & Plans date stamped received 4/26/16

16srdrb.051



**Legend**

- Priority Development Area
- City Limit
- BART Station
- Inner Core
- Outer Core
- North Todos Santos

**Todos Santos Review Districts**



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A0.2

Vicinity Map



RECEIVED PROJECT DATA

CONCORD, CA

10/11/15

APR 26 2016

PLANNING

**PROJECT SUMMARY**  
 2400 Willow Pass Road, Concord, CA  
 Address  
 Unit (Domestic Units)  
 Net Site Area 1.53 Acres Density 111.8 DU/Acre  
 Dwelling Units 171 F.A.R. 4.3

**UNIT SUMMARY**

UNIT	Type	NRSF*	Level 1	Level 2	Level 3	Level 4	Level 5	Level 6	Level 7	Subt. Total	Total	Total	Total
Townhome	TH-1	1,603	0	0	0	0	0	0	0	0	0	0	0
Townhome	TH-2	1,603	0	0	0	0	0	0	0	0	0	0	0
Studio	PS-1	315	0	0	0	0	0	0	0	0	0	0	0
Studio	PS-2	855	0	0	0	0	0	0	0	0	0	0	0
1 BR	PS-3	885	0	0	0	0	0	0	0	0	0	0	0
1 BR	PS-4	1,050	0	0	0	0	0	0	0	0	0	0	0
2 BR	PS-5	1,275	0	0	0	0	0	0	0	0	0	0	0
2 BR	PS-6	1,145	0	0	0	0	0	0	0	0	0	0	0
2 BR	PS-7	1,285	0	0	0	0	0	0	0	0	0	0	0
2 BR	PS-8	1,245	0	0	0	0	0	0	0	0	0	0	0
2 BR	PS-9	1,555	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							

\*NRSF measured to outside face of mass + 1" air gap  
 512.5' Average RSP

**PARKING SUMMARY**

Unit Type	Ratio	Required	Ratio	Required	Provided
Studio	0.75	8	5% of required	14	14
1 Bed	1.25	126	residential	43	43
2 Bed	1.5	225	units		
<b>Total</b>		<b>259</b>		<b>57</b>	<b>57</b>

Per ICCP Table 3.2  
 225 Residential Required

**AMENITY SUMMARY**

Building Level	Gross Building Area*	Building Area	Area
Level 1	27,900 GSF*	5F	5F
Level 2	27,900 GSF*	5F	5F
Level 3	35,805 GSF*	5F	5F
Level 4	36,540 GSF*	5F	5F
Level 5	38,412 GSF*	5F	5F
Level 6	36,412 GSF*	5F	5F
Level 7	287,443 GSF*	5F	5F
<b>Total</b>	<b>213</b>	<b>213</b>	<b>213</b>

**FLOOR AREA CALCULATIONS**

Building Level	Gross Building Area*	Building Area	Area
Level 1	27,900 GSF*	5F	5F
Level 2	27,900 GSF*	5F	5F
Level 3	35,805 GSF*	5F	5F
Level 4	36,540 GSF*	5F	5F
Level 5	38,412 GSF*	5F	5F
Level 6	36,412 GSF*	5F	5F
Level 7	287,443 GSF*	5F	5F
<b>Total</b>	<b>213</b>	<b>213</b>	<b>213</b>

\*Gross Building Area includes parking structure above grade, units, amenity spaces, stairs, corridors, elevators, utility, trash, and storage areas. Does not include balconies and patios.  
 \*Area measured from outside face of road

2400 WILLOW PASS

Argent Concord LLC  
 121 7th Avenue  
 Santa Cruz, CA 95062

**SHEET INDEX**

Landscape

Architectural

- A0.1 Sheet Index
- A0.2 Project Data
- A0.3 Site Context Exhibit

Civil

- A1.0 Conceptual Site Plan
- A2.0 Building Elevations
- A2.1 Building Elevations
- A3.0 Conceptual Building Plan - Level 1
- A3.1 Conceptual Building Plan - Level 2
- A3.2 Conceptual Building Plan - Level 3 - Podium
- A3.3 Conceptual Building Plan - Level 4
- A3.4 Conceptual Building Plan - Levels 5-7
- A4.0 Building Sections
- A6.0 Perspective-Concord Boulevard
- A6.1 Perspective-East Street
- A6.2 Perspective-Willow Pass Road
- A6.3 Perspective-Port Chicago Hwy.
- A6.4 Perspective-Port Chicago Hwy. Bart View

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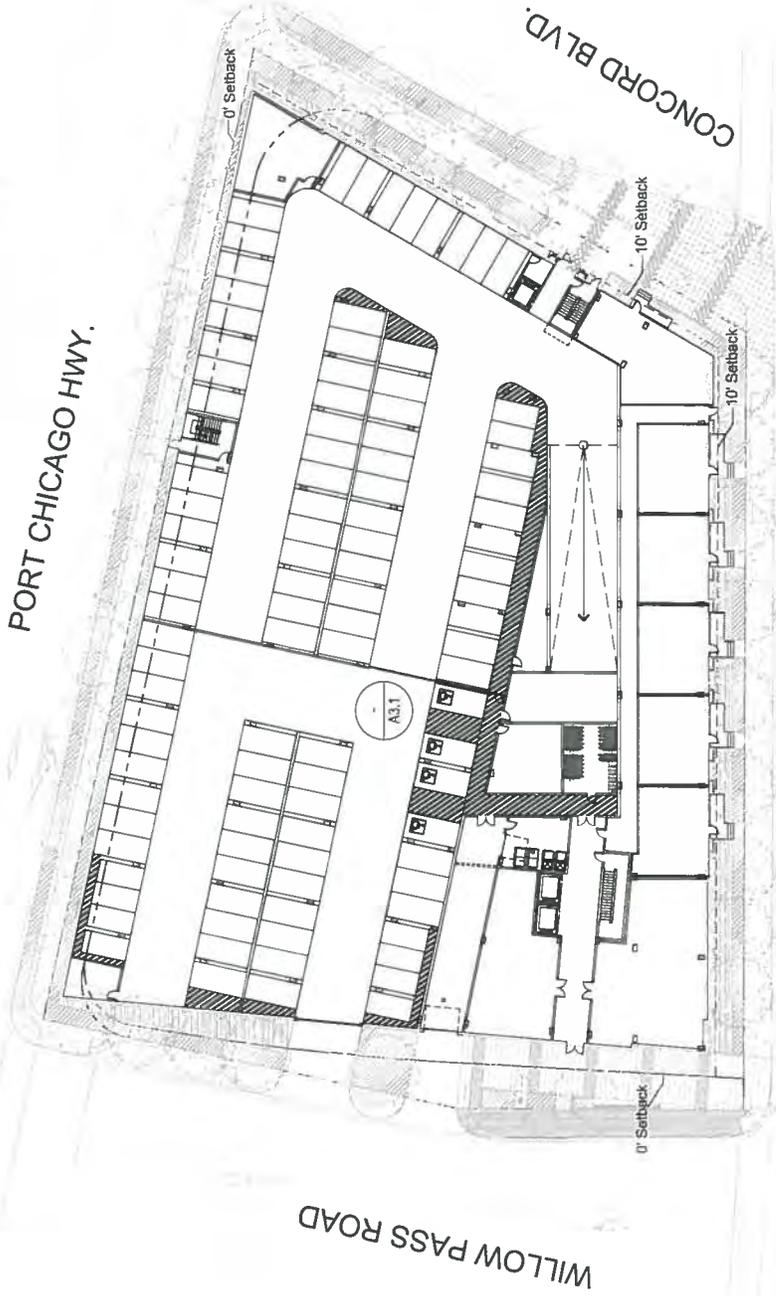
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PORT CHICAGO HWY.

CONCORD BLVD.

WILLOW PASS ROAD

EAST STREET

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**CONCEPTUAL SITE PLAN**

CONCORD, CA

04/12/14

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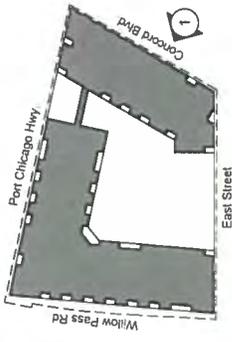


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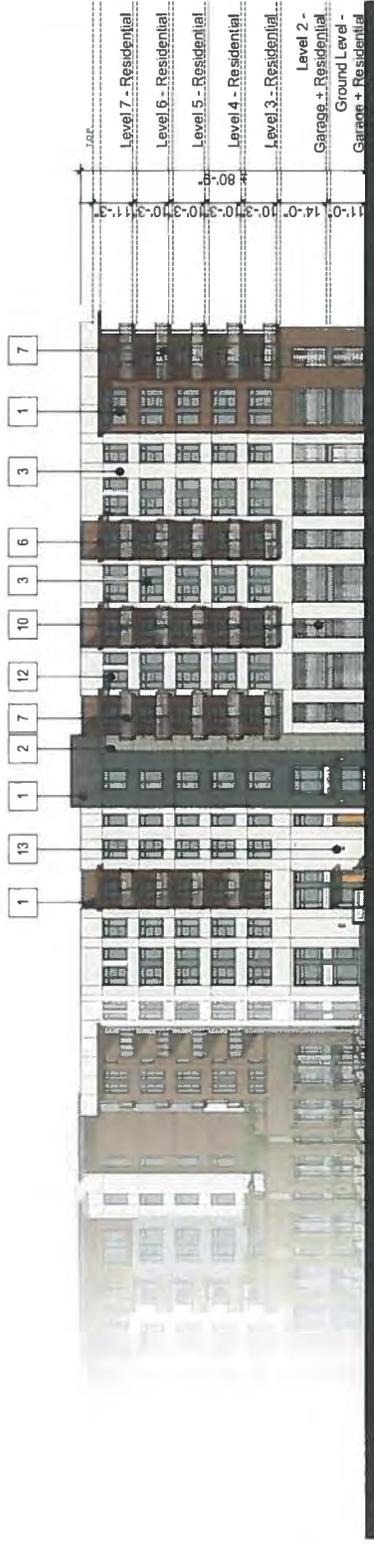


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Key Map n.t.s.

- Material Legend**
1. Stucco
  2. Cementitious Lap Siding
  3. Cementitious Panels
  4. Brick Veneer
  5. Wood Cladding @ Underside
  6. Metal Awning
  7. Wood Railing
  8. Metal Railing
  9. Metal Column
  10. Green Screen/Metal Screen
  11. Storefront Glazing
  12. Vinyl Window
  13. Decorative Light Fixture
  14. Metal Panel



1. Concord Blvd. Elevation



2. East Street Elevation

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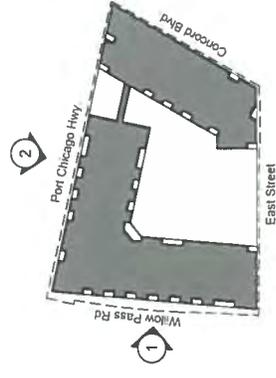
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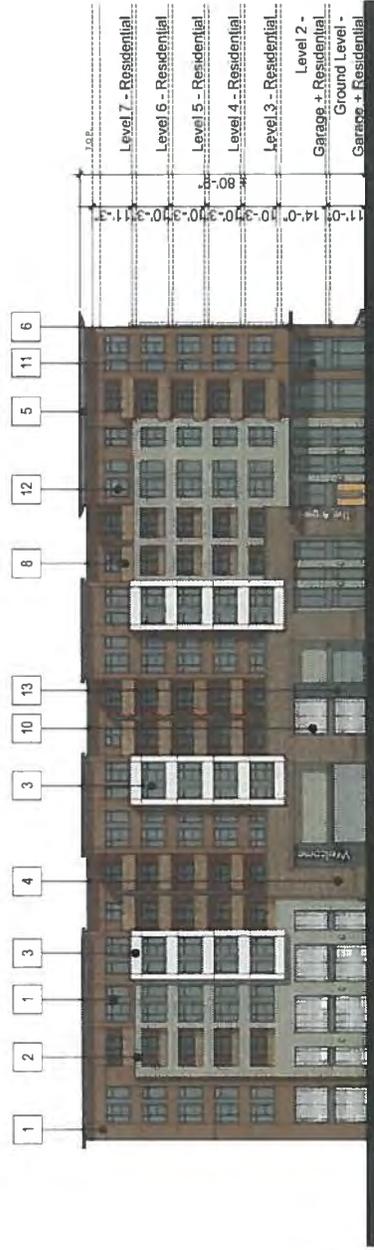
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Key Map n.t.s.

**Material Legend**

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3. Cementitious Panels
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5. Wood Cladding @ Underside
6. Metal Awning
7. Metal Railing
8. Wood Railing
9. Metal Column
10. Green Screen/Metal Screen
11. Storefront Glazing
12. Vinyl Window
13. Decorative Light Fixture
14. Metal Panel



1. Willow Pass Road Elevation



2. Port Chicago Hwy. Elevation

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**BUILDING ELEVATIONS**

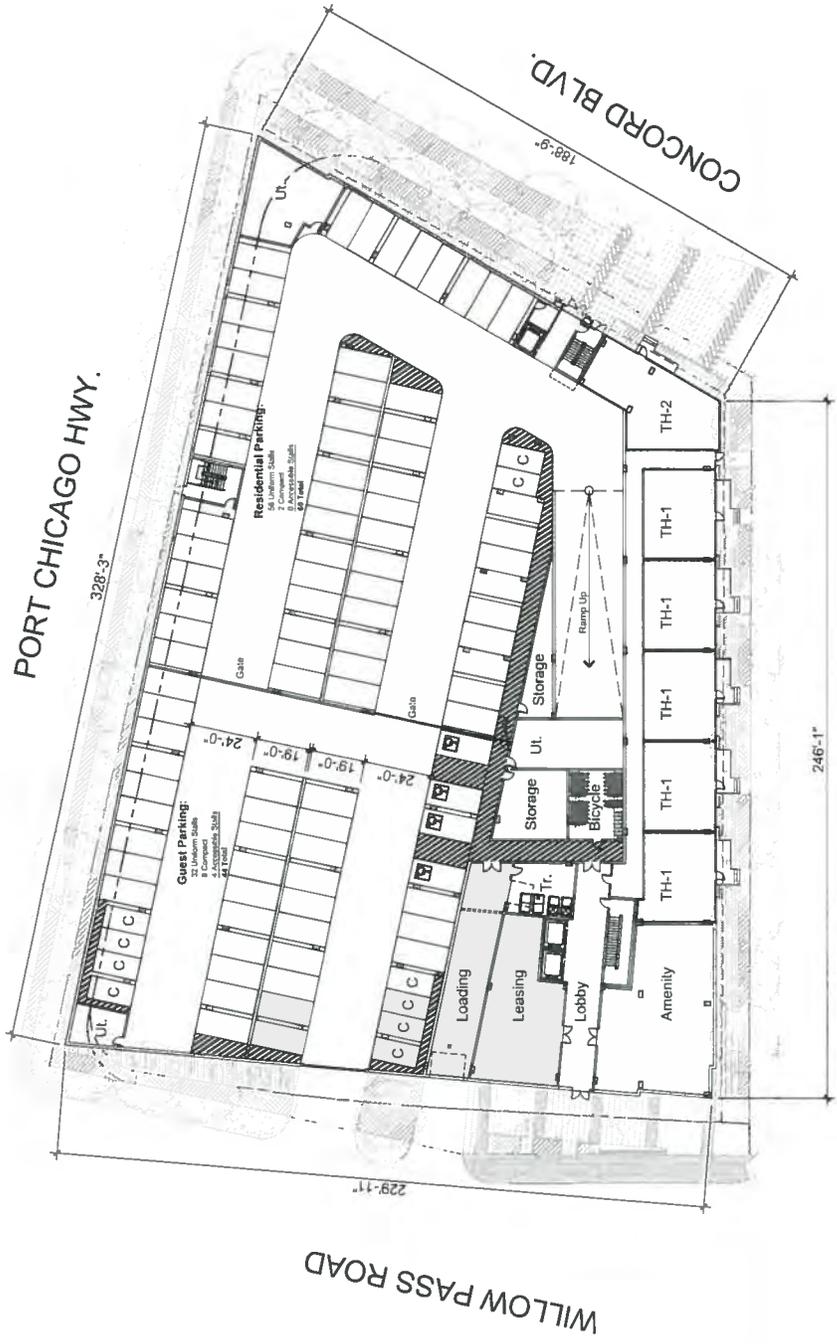
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CONCEPTUAL BUILDING PLAN - LEVEL 1

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02/11/16

EAST STREET





EAST STREET



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**CONCEPTUAL BUILDING PLAN - LEVEL 3- PODIUM**

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PORT CHICAGO HWY.

329'-3"



WILLOW PASS ROAD

EAST STREET

248'-7"

231'-7"

CONCORD BLVD.  
187'-4"



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A3.3

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CONCEPTUAL BUILDING PLAN - LEVEL 4

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EAST STREET



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**CONCEPTUAL BUILDING PLAN - LEVELS 5-7**

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**PERSPECTIVE-CONCORD BOULEVARD**

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DOB # 21-15-128  
84.12.21A

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PERSPECTIVE-EAST STREET

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**PERSPECTIVE-WILLOW PASS ROAD**

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2400 WILLOW PASS  
PERSPECTIVE-PORT CHICAGO HWY. BART VIEW

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DDP # 2015-148

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**PERSPECTIVE-PORT CHICAGO HWY.**

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**PERSPECTIVE-CONCORD BOULEVARD**

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1000 # 1015-1048  
1000 2014

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## PERSPECTIVE-EAST STREET

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R42.214

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## PERSPECTIVE-WILLOW PASS ROAD

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**PERSPECTIVE-PORT CHICAGO HWY.**

CONCORD, CA  
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PERSPECTIVE-PORT CHICAGO HWY. BART VIEW

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