



CONCORD DOWNTOWN SPECIFIC PLAN

Community Workshop #2

Meeting Date:	7 October 2013	Date:	11 October 2013
Meeting Time:	6.30pm	Project Name:	Concord Downtown Specific Plan
Meeting Location:	Salvio Pacheco Square - Second Floor office	Project Number:	491238.000
Cc:	Project File	Attendees:	City Staff DSC members Community members Prakash Pinto Karen Alschuler Laura Shifley Dennis Dornan Jim Musbach Kathrin Tellez

A. Introduction and Vision statement – Ron Leone, DSC Chairman

B. Power Point presentation - Prakash Pinto, Dennis Dornan

C. Boards at individual information stations with text, graphics and specific questions

I. Land-use and economics boards – response to questions

1. Does the Downtown Specific plan express the community's vision?

- Where to park if the BART parking lot is redeveloped?- 2 comments
- What will be the traffic impacts on surrounding streets if the BART parking lot is redeveloped?

- The downtown is a wonderful destination and this plan will only make it better – 3 comments
- Yes, bike lanes, a safe and walkable community are important
- Need BART to manage increased bike ridership
- No – this is a single family home community
- The community does not want a City – this plan does not reflect that
- Get BART to develop housing on its parking lot as a catalyst project
- Save the Park&Shop as a community asset – 2 comments

2. With the implementation of proposed green streets, would you walk and shop more in the Downtown?

- Yes – 8 comments
- No – transportation connectivity is lacking, especially to South Concord
- Plan will make parking situation worse with removal of BART parking
- Will walk for exercise in attractive and safe environment
- Increased density will help improve the environment and walkability
- Need plenty of green space and secure bike parking – 2 comments
- Make sidewalks wider, quieter, nicer, add landscaping features
- Plan will bring more businesses to frequent

3. Do you support the proposed building uses and heights (3-4 stories) shown in the Specific Plan?

- Yes – 6 commentss
- Could go higher near BART
- Could go higher in exchange for more open space
- Opportunity for more housing is good
- No – limited growth is acceptable only if tied to improved connectivity

4. Do you think more Downtown residents will improve the vitality of the area and attract additional employment and services?

- Yes – 5 comments
- Yes if BART can encourage reverse commute travel patterns
- Yes if teachers, students, seniors can afford to live downtown
- Could the library be moved into downtown?
- Yes if new residents are highly skilled
- Yes if grant street gets a makeover
- No – will become high density blighted district, disconnected from the rest of Concord

5. General comments on other Land Use and Economics boards

- If BART is already at morning capacity, how will they accommodate additional growth?
- Don't eliminate the historic property at East Street and Willow Pass.

- Provide a plaza at the proposed Oak Street development
- Improve Ellis park
- Good idea to make Laguna a green street

II. Transportation boards – response to questions

1. Does the Specific Plan capture a sufficient balance between bicycles, pedestrians, transit and vehicles?

- Need better bike connections to single family home districts
- Still too much capacity for cars – plan does not go far enough
- Reduce cycle lengths at signals to better accommodate pedestrian crossings
- Plan ignores traffic crossing Concord on Galindo
- Replace lights with roundabouts to enhance pedestrian experience
- Need more traffic calming, safer streets and intersections
- No – cars still too dominant
- Make Galindo more walkable on both sides of the street
- Improve pedestrian safety outside of the central zone
- Plan needs more traffic calming and road diets to improve pedestrian safety
- Ped safety is an issue – vehicles do not yield right-of-way
- Need narrow lanes on E-W arterials to slow down traffic and improve bike/ped facilities
- Reduce speed limits on Willow Pass and Clayton Roads

2. Do you agree with the Plan’s recommendation to manage parking during special events rather than adding additional parking in the Downtown? What types of innovative parking solutions would you propose?

- No one-way streets
- Unbundle parking
- Shared parking arrangements
- Bike corrals in parking spaces
- Free shuttle
- Less angled parking
- More event parking – use empty BART lot on weekends
- More bike parking – 2 comments
- Yes, fewer cars – 2 comments
- Improve connectivity
- Maximize alternate transit modes
- Phase-in traffic calming measures
- Reduce lanes and lane widths near retail to increase parking supply
- Use BofA and Wells Fargo lots

3. Are you comfortable with the proposed roadway sections shown at Grant Street, Pacheco Street and Clayton Road?

- Need to do everything possible to slow down cars on transit streets
- Bike lanes need to connect – 3 comments

- Street plans look great – 2 comments
- Like the bike lanes
- More protected bike lanes
- Ped refuges at center of wider streets?

4. General comments on other Transportation boards

- How do bikes get east/west (across freeway) safely?
- Pedestrians from the Ellis neighborhood have to cross two high speed arterials?
- Old-style electric trolley along Grant Street
- Need traffic calming on Willow Pass, Clayton and Concord Avenues
- Make Clayton/Oakland Avenue intersection safer
- Traffic calming needed throughout, especially Todos Santos and BART areas
- Slower traffic on transit streets – 2 comments
- How do students bike to school? Are transit streets safe?
- Connect the bike network to other parts of Concord
- 2 way traffic on Harrison is good
- Safe routes to school
- Need good shuttle route including Senior Center and City hall
- Different lane width confusing – make them consistent and narrower
- Bike lanes good

III. Implementation and Actions boards – response to questions

1. What are the most important actions to achieve the Specific Plan Vision?

- Strong first project – BART parking lot redevelopment
- Push for moderate income housing, leave lower income until later
- Provide adequate BART parking – full every workday
- Keep the small town feeling
- Create the roadmap and incentive for a wide range of residential types

2. Do you have feedback on the proposed Grant Street corridor improvements?

- Pretty much already there
- Improve pedestrian experience – 2 comments
- Make businesses affordable for owners
- Clear and bilingual signage

3. Do you have feedback on the proposed Pacheco Street/Clay Alley improvements?

- Doesn't connect to anything – no node
- Good street lighting, otherwise crime
- Give it a more Spanish look

4. What implementation actions would you add?

- Dedicated site for affordable housing
- Make a plan which connects to the City instead of creating an island
- Stop thinking about growth and concentrate on improving what is there
- Phase-in good transportation and streetscape improvements
- Highlight the ' Early California' historic nature of the area
- Get developers to comment on practicality of the plan
- Looks too costly to implement
- Use publicly-owned land for affordable housing- 2 comments
- Develop Mt. Diablo Street between BART and Oak Street; residential/retail on south, new park on north

5. General comments on other Implementation boards

- What is needed for economic feasibility?
- How much existing housing stock has reached the end of its useful life?
- Need ped/bike connection from Downtown to Sun Valley mall – 2 comments
- Emphasize transit center at BART
- More emphasis on bike routes
- Need multi-modal level of service
- Would Tax Increment Financing district still be legal after dissolution of Redevelopment Agencies or would the State take the money?
- Need entertainment venues
- More bike parking
- Where is there room for more retail?
- Flexible zoning to encourage development must be made clear
- Need ped connections to downtown from Park&Shop
- Need Laguna to BART ped improvements
- Need Plaza at Oak Street development
- What is the owner/rental mix?
- Mix of housing types would be good
- Any plans for senior housing?
- What is the dwelling unit capacity and target?
- Should require 15% inclusionary housing

IV. Vision board – response to questions

1. How would you measure success in meeting the Vision of the Downtown Specific Plan?

- No comments posted

2. How would you like to stay involved in the Specific Planning process?

- No comments posted

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