



**DOWNTOWN
CONCORD**

SPECIFIC PLAN
COMMUNITY WORKSHOP #2

Timeline

21-month process

- Tasks 1-3; Basis for the preparation of the plan (Jan. through March)
- Tasks 4-5; Development and Evaluation of Alternatives. Selection of Preferred Alternative. Preparation of Draft Specific Plan (April-October)
- Tasks 6-7; Preparation of Draft Supplemental EIR, Final Specific Plan and SEIR (Sept. 2013-June 2014)
- Tasks 7-8; Financing and Implementation Strategy. Approval and Certification of Specific Plan and SEIR (July-Sept. 2014)

Schedule and Agendas

- October 7th – Workshop #2 Preferred Plan
- October 15th – Downtown Steering Committee Meeting #8

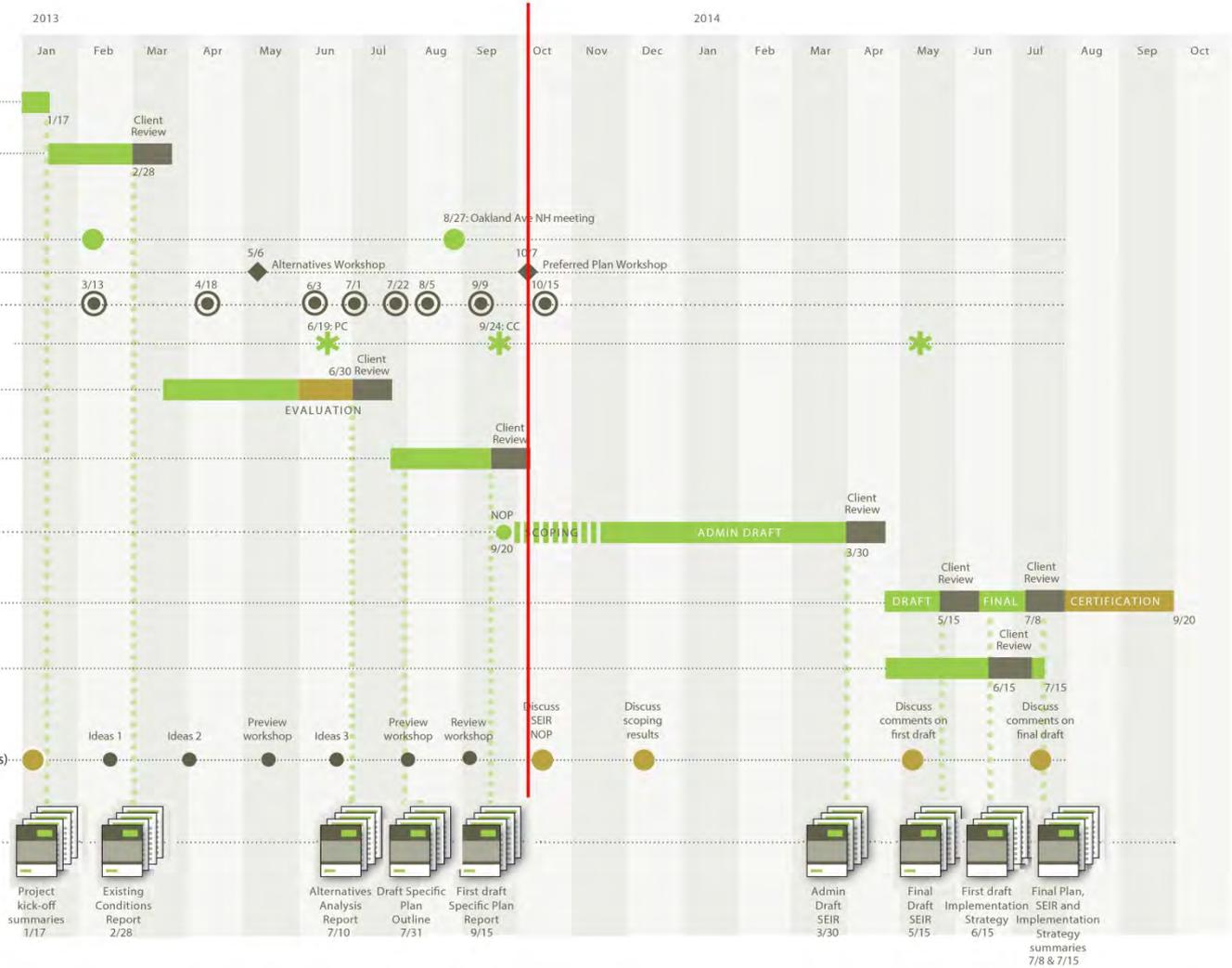
PROJECT TASKS

1. Project Initiation
2. Existing Conditions
3. Community Outreach
 - Stakeholder meetings (one half-day meeting)
 - Community workshops (two workshops)
 - DSC/TAC meetings
4. Development of Alternative Plan Concepts
5. Development of Preferred Plan and first Draft Specific Plan
6. Environmental review and First Draft SEIR
7. Final Specific Plan and Final SEIR
8. Implementation and Phasing Strategy

MEETINGS

- City and team meetings (five in-person meetings; six on-line meetings)
- Meetings in person ●
 - Meetings on-line ●

DELIVERABLES



NEXT PHASE – EIR

Supplemental Program-level Environmental Impact Report

Tiering from the City of Concord General Plan

- **Major Issues to be Evaluated:**

- Land Use Compatibility
- Construction-related Impacts
- Air Quality Impacts
- Noise Impacts
- Transportation/Traffic Impacts
- Greenhouse Gas Emissions
- Historic/Cultural Resources
- Geology and Soils

- **Schedule:**

- Draft SPEIR to be Prepared according to CEQA and Circulated to the Public and Stakeholders for Review and Comment (Spring 2014)
- Final SPEIR approved with the Specific Plan



Preferred Alternative

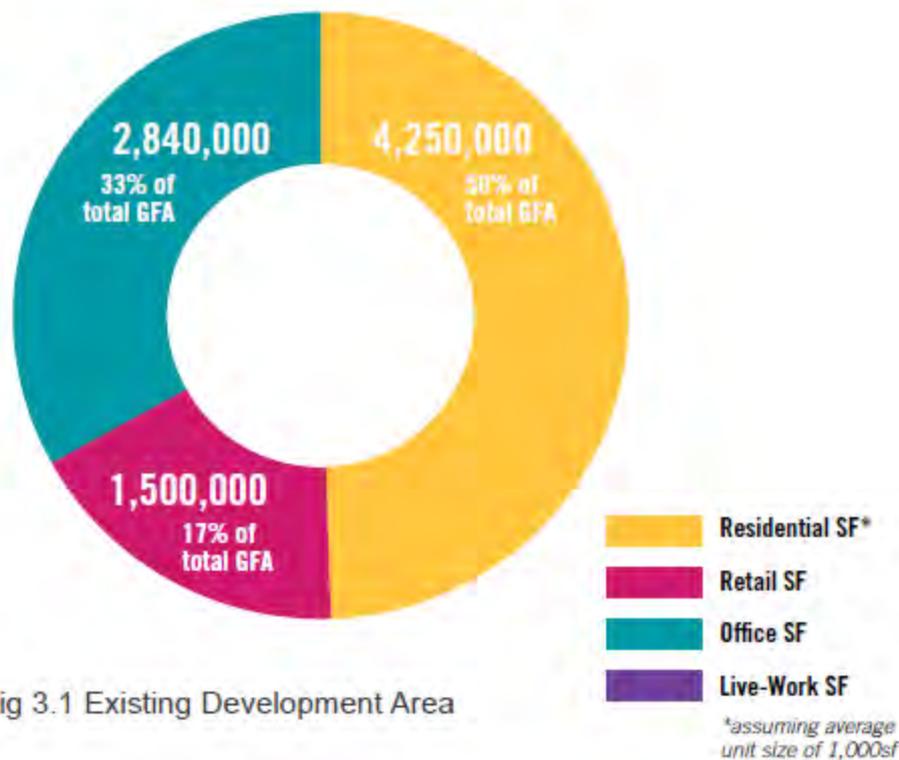


Fig 3.1 Existing Development Area

Total development in the PDA is estimated based on secondary sources of information. Sources included data from slightly outside of the PDA's boundaries. Estimates shown illustrate the scale of development in the PDA in 2011 rather than absolute amount of development.

Existing Residential Units

Housing Units	Estimated Occupied Units	Persons/Unit	Estimated Population
4,429*	4,123	2.6	10,700 residents

*includes 179 units of planned Renaissance II

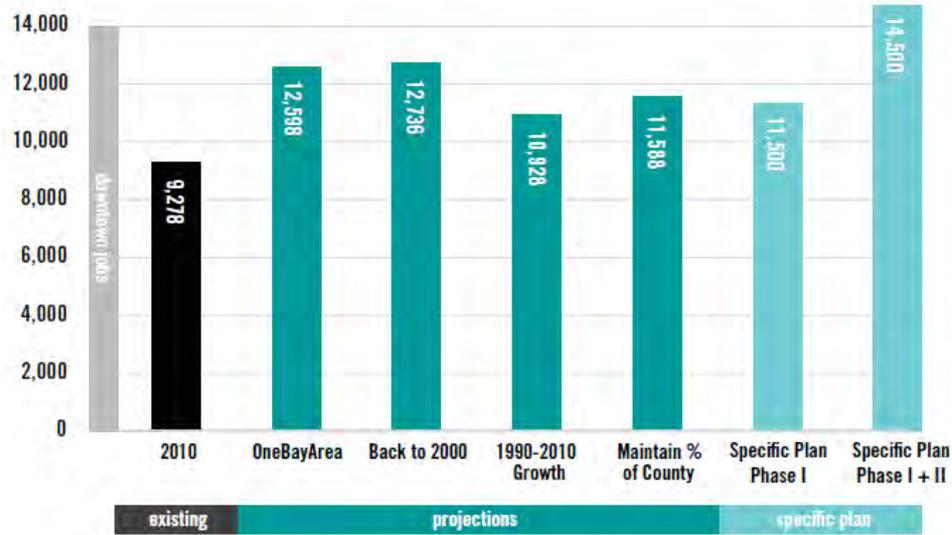
Existing Office Building Area

Type	Total Area (SF)	Vacant (%)
Class A	2,200,000	20%
Class B	400,000	10%
Class C	240,000	4%
Total Office in PDA	2,840,000	17%

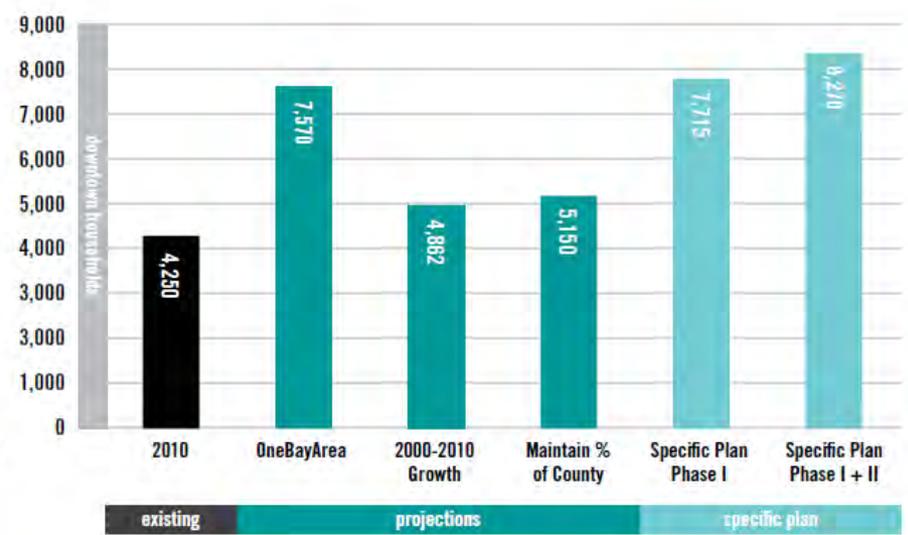
Existing Retail Building Area

Type	Total Area (SF)
Park + Shop	458,000
All other	1,042,000
Total Retail Area in PDA	2,840,000

PREFERRED PLAN: PROJECTIONS

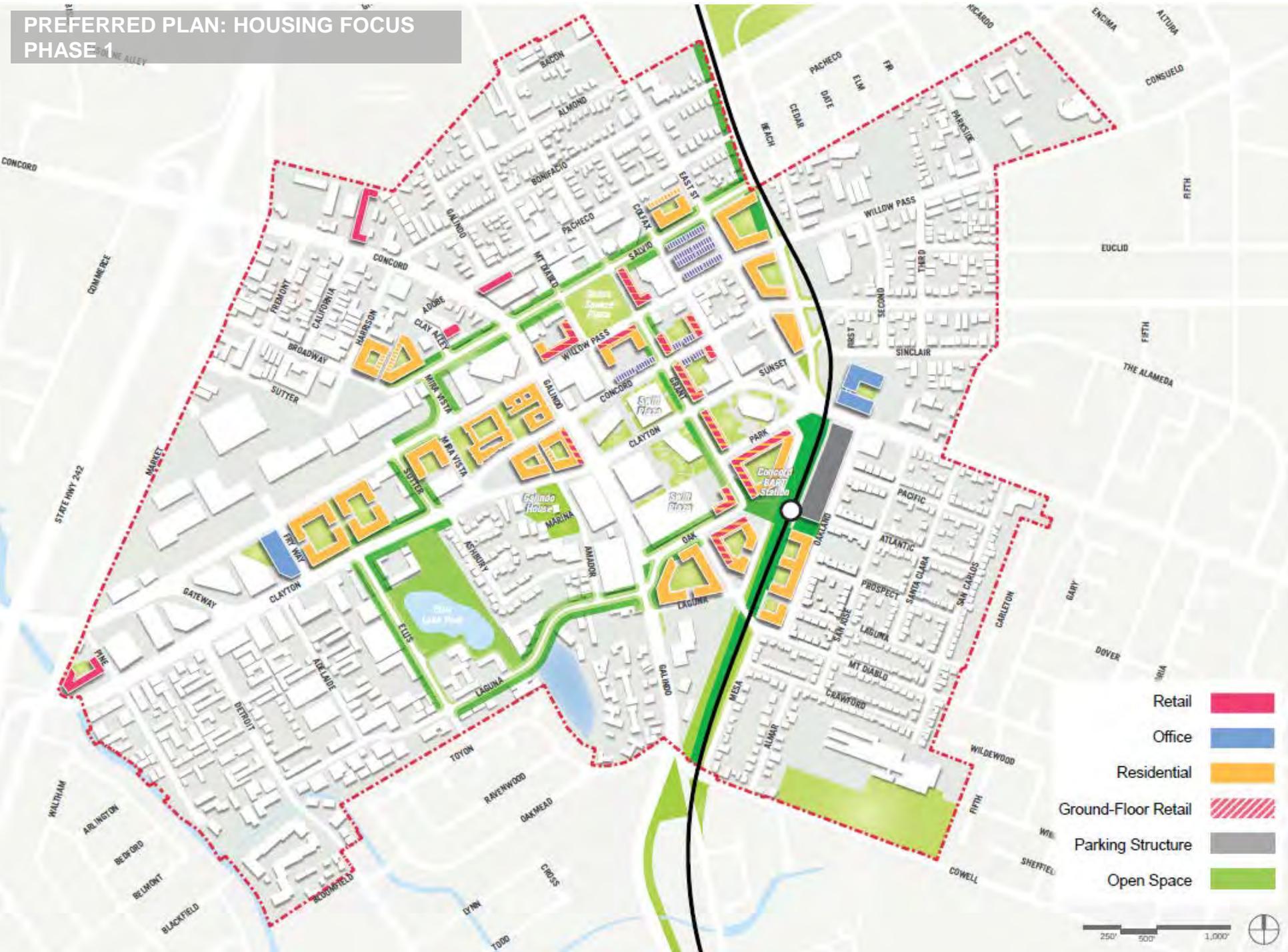


EMPLOYMENT



RESIDENTS

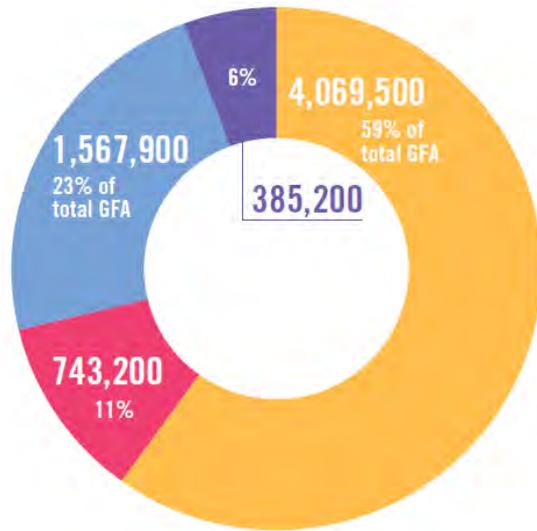
PREFERRED PLAN: HOUSING FOCUS PHASE 1



- Retail
- Office
- Residential
- Ground-Floor Retail
- Parking Structure
- Open Space



PREFERRED PLAN: HOUSING FOCUS PHASE I

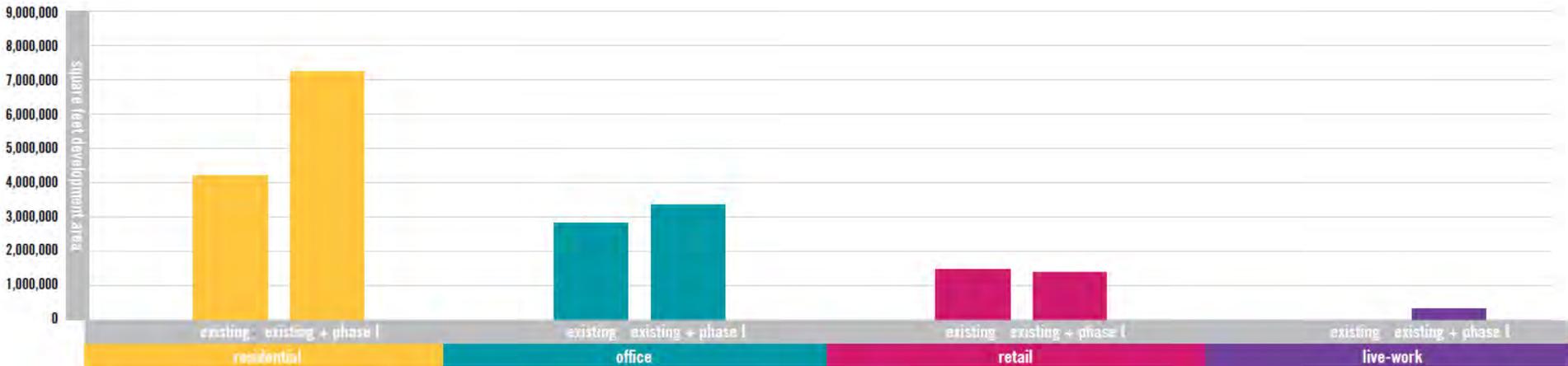


- Residential SF*
- Retail SF
- Office SF
- Live-Work SF

Housing Units

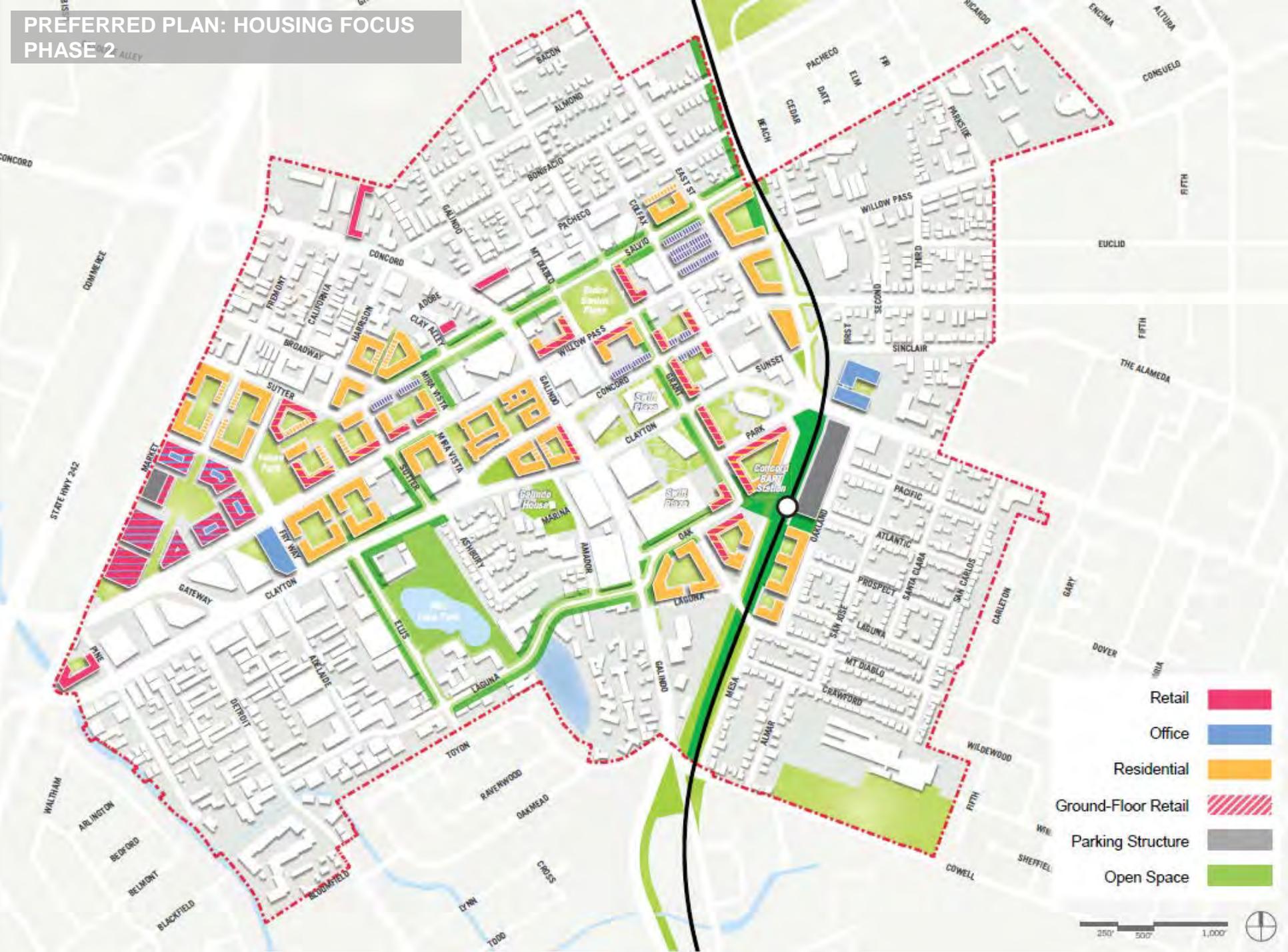
Apartments	Townhomes	Work-Live Lofts	Total
3,120 units	95 units	250 units	3,465 units
			8,680 residents
			2,900 employees

Residential density 50du/acre –130du/acre (assuming average 1,000sf unit), based on average allowed Concord Development Code residential densities



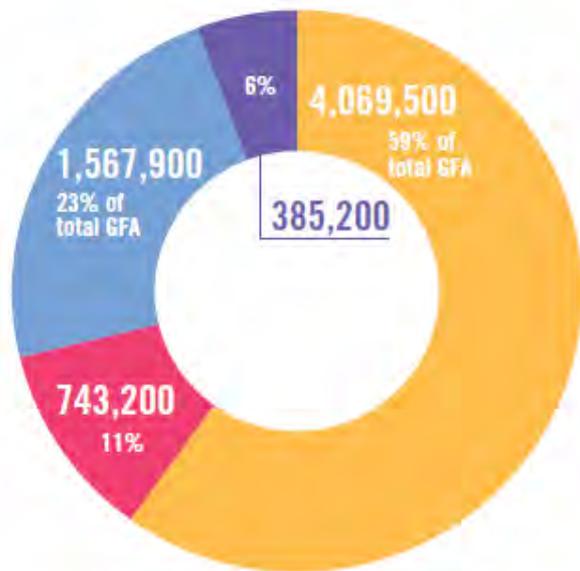


PREFERRED PLAN: HOUSING FOCUS PHASE 2



- Retail
- Office
- Residential
- Ground-Floor Retail
- Parking Structure
- Open Space

**PREFERRED PLAN: HOUSING FOCUS
PHASE 2**

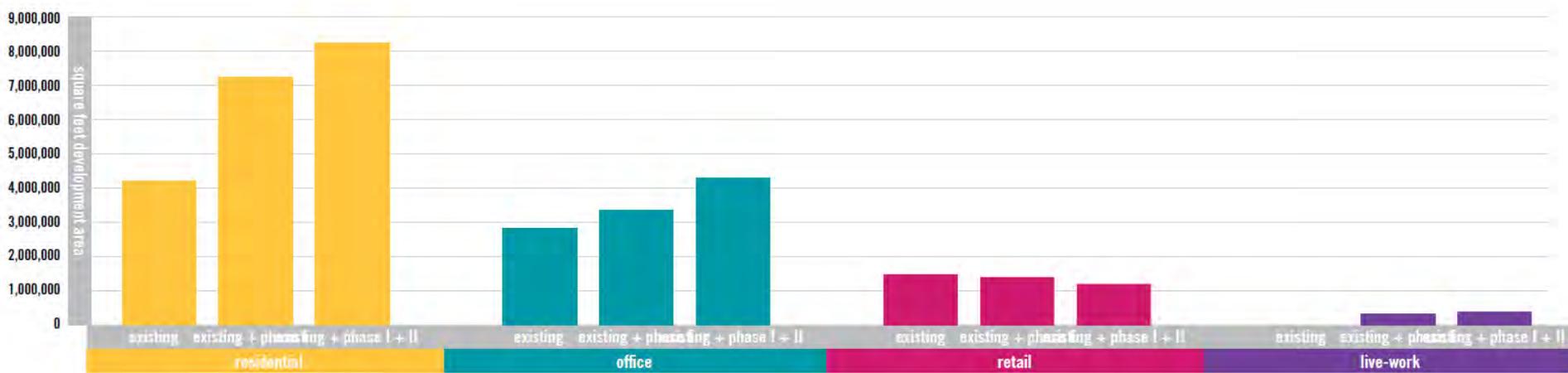


- Residential SF*
- Retail SF
- Office SF
- Live-Work SF

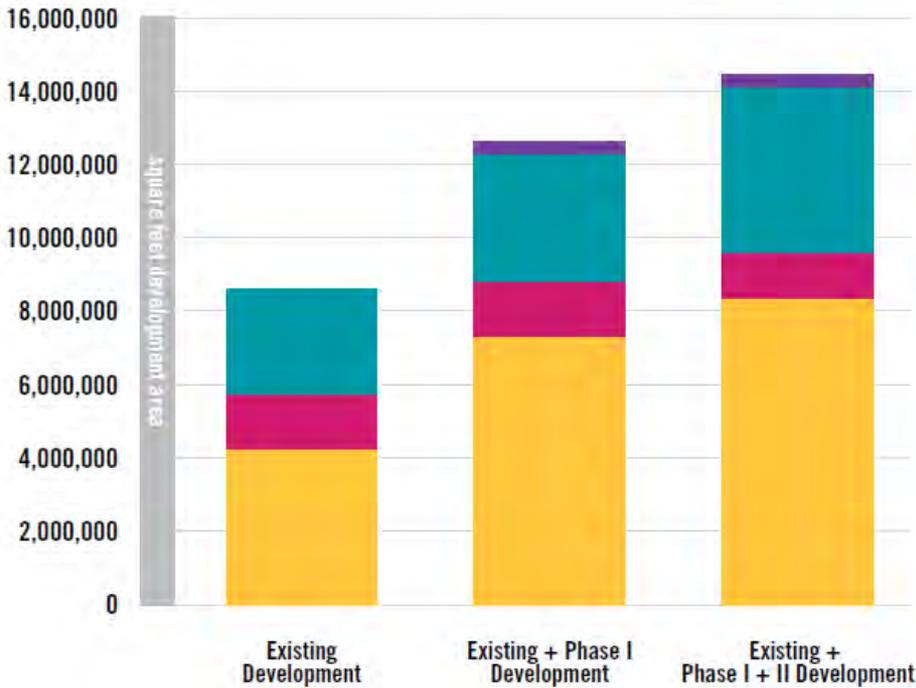
Housing Units

Apartments	Townhomes	Work-Live Lofts	Total
3,500 units	220 units	300 units	4,020 units
			10,100 residents
			7,720 employees

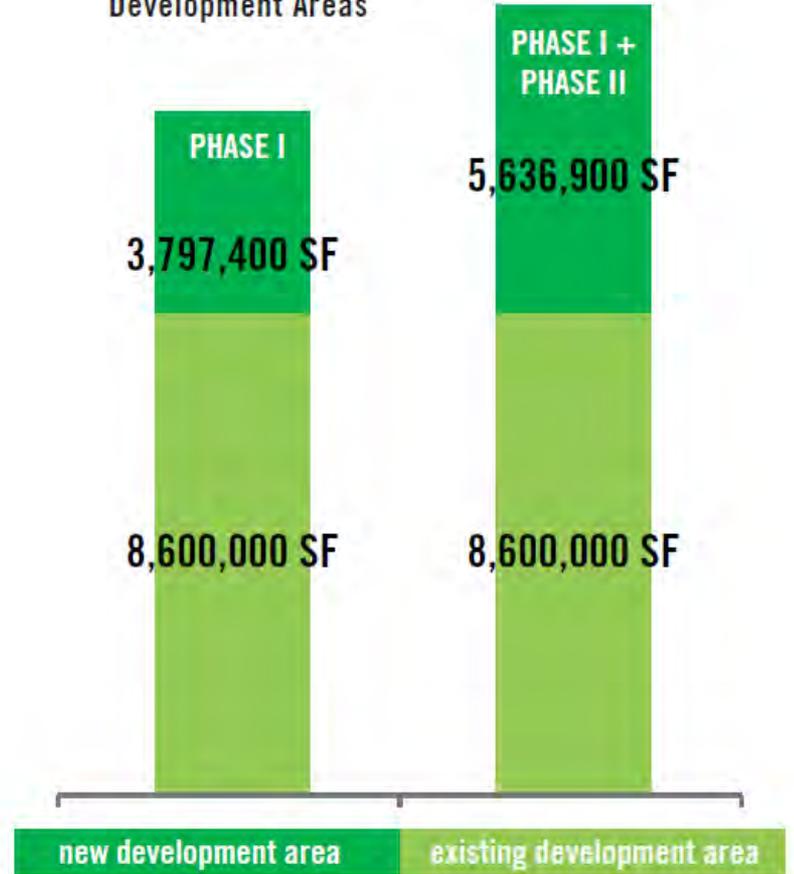
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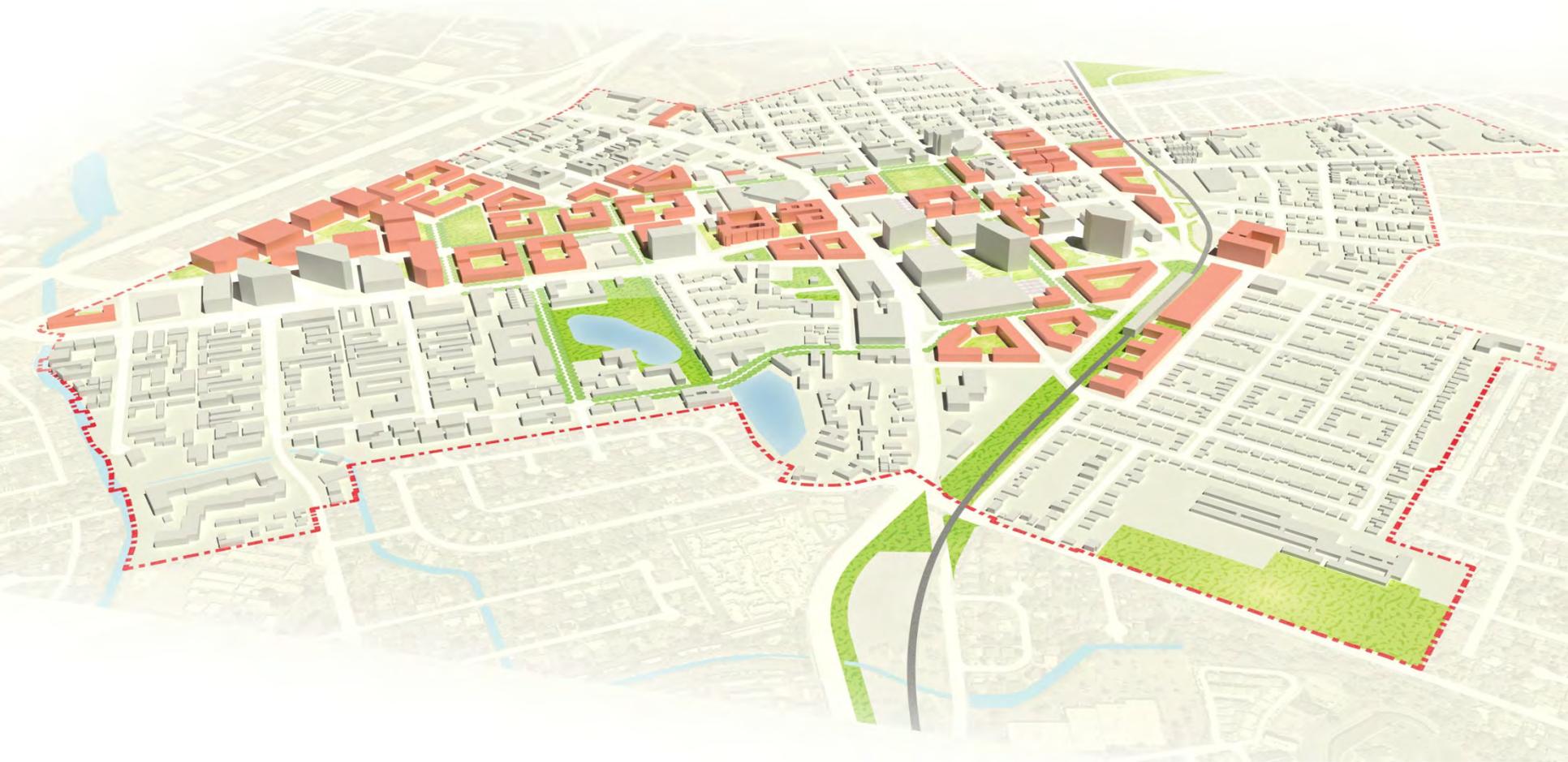


Phase I + Phase II Overall Development Area by Use



Phase I + Phase II Total Development Areas





PREFERRED PLAN: PHASE 2



GASLINE ALLEY

CONCORD

COMMERCE

STATE HWY 242

MARKET

GATEWAY

CLAYTON

BEA WAY

SUTTER

MIRA VISTA

MIRA VISTA

CLAY ALLEY

ADOBÉ

HARRISON

CONCORD

BROADWAY

FREMONT

CALIFORNIA

CONCORD

GALEONDO

MT DIABLO

PACHECO

BONIFACIO

ALMOND

BACON

WILLOW PASS

CONCORD

CLAYTON

BRANT

CONCORD

GALEONDO

SUNSET

SINCLAIR

WILLOW PASS

CLAYTON

PARK

CONCORD BART STATION

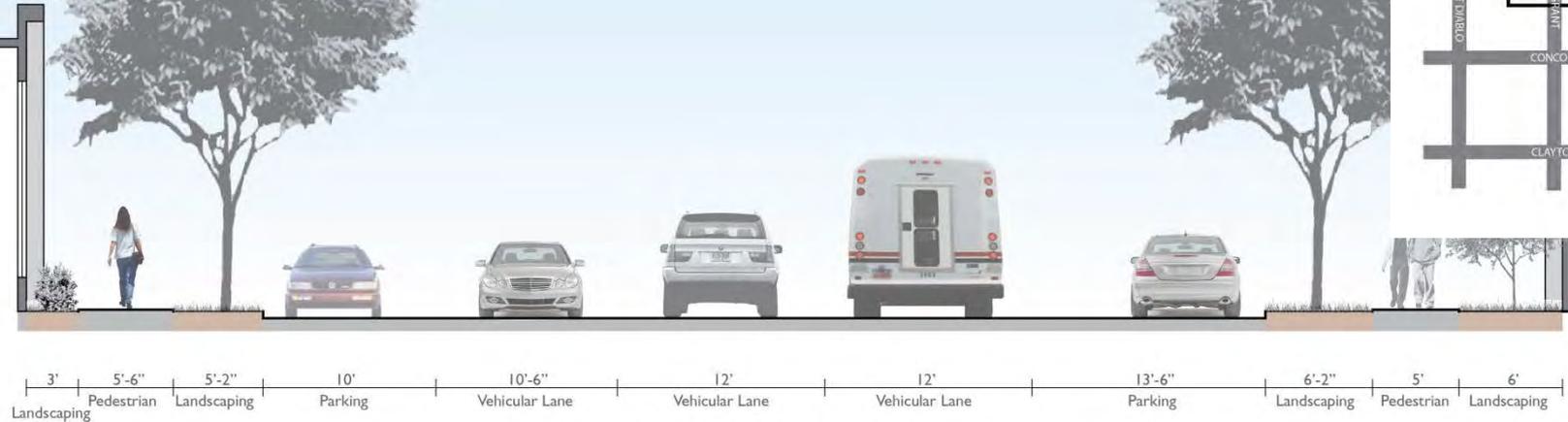
LAGUNA



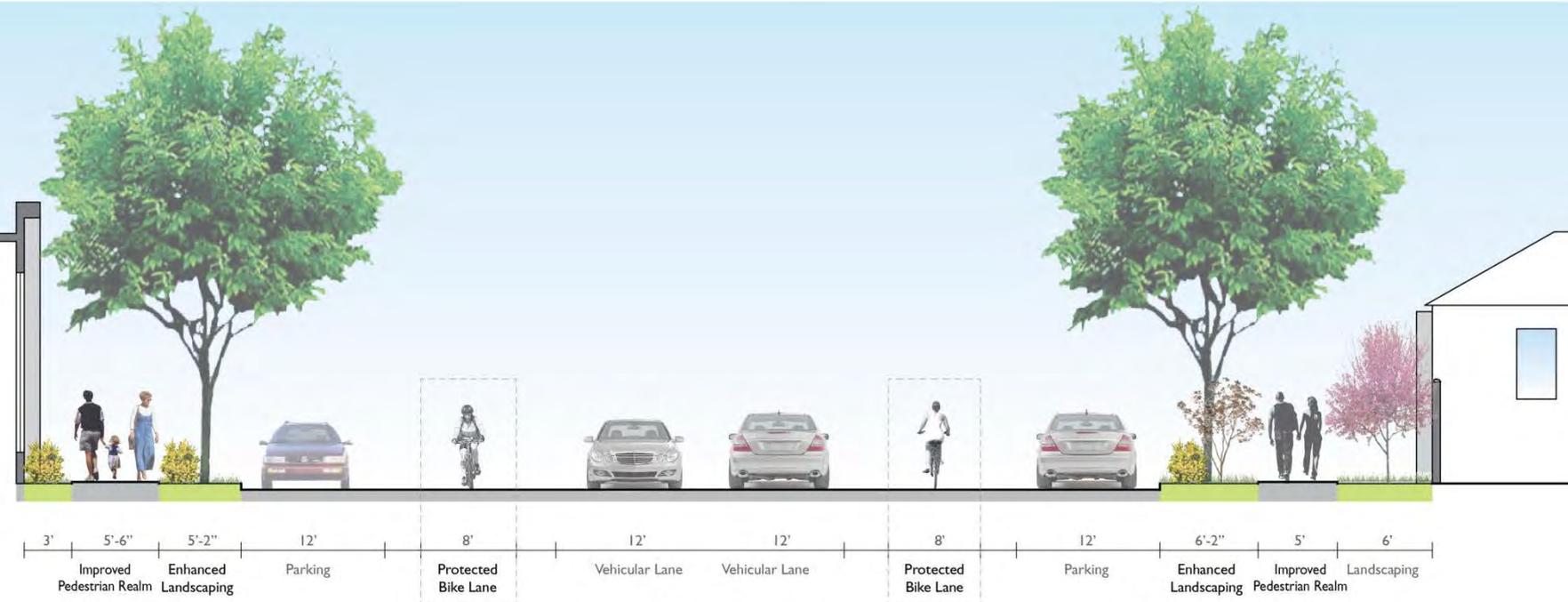
Streetscape

DOWNTOWN CONCORD SPECIFIC PLAN

GRANT STREET – TYPICAL SECTION

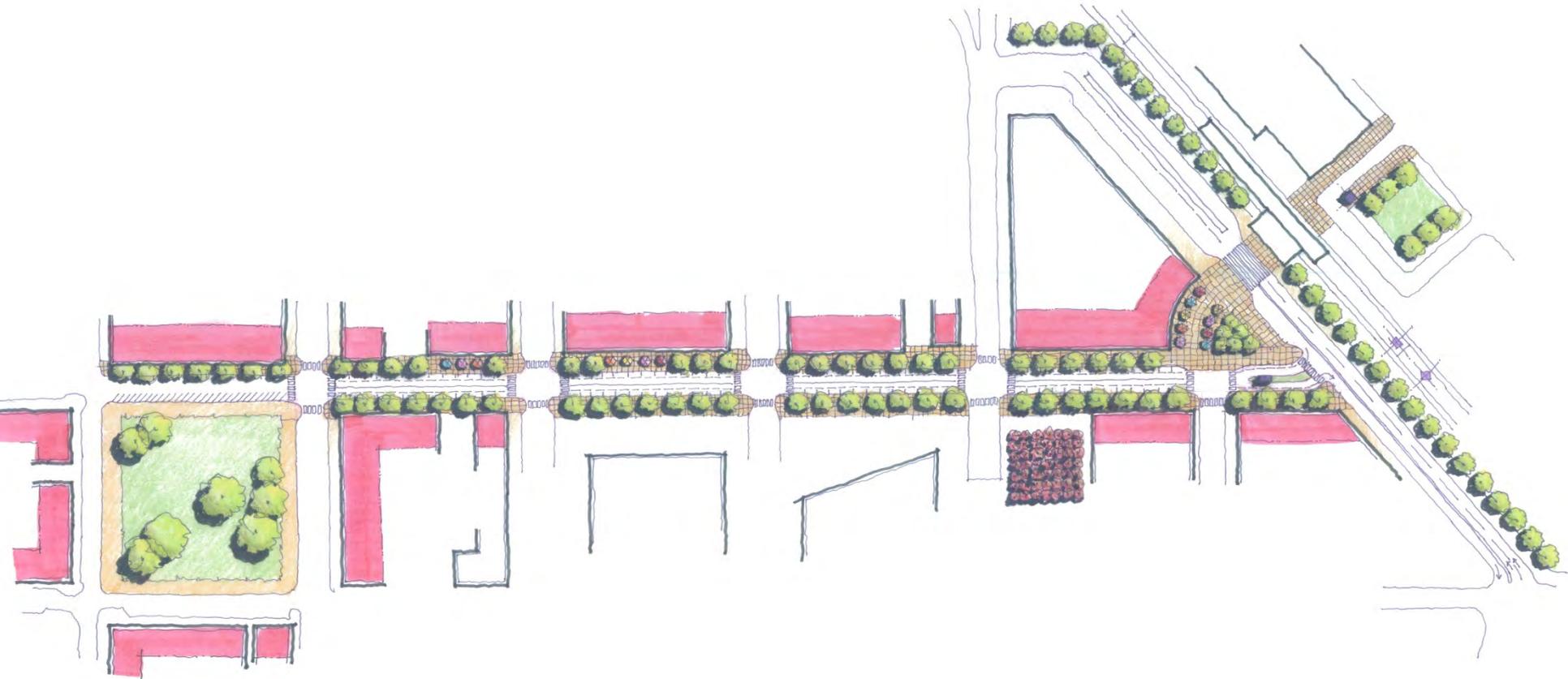


Grant St. Street Section Existing

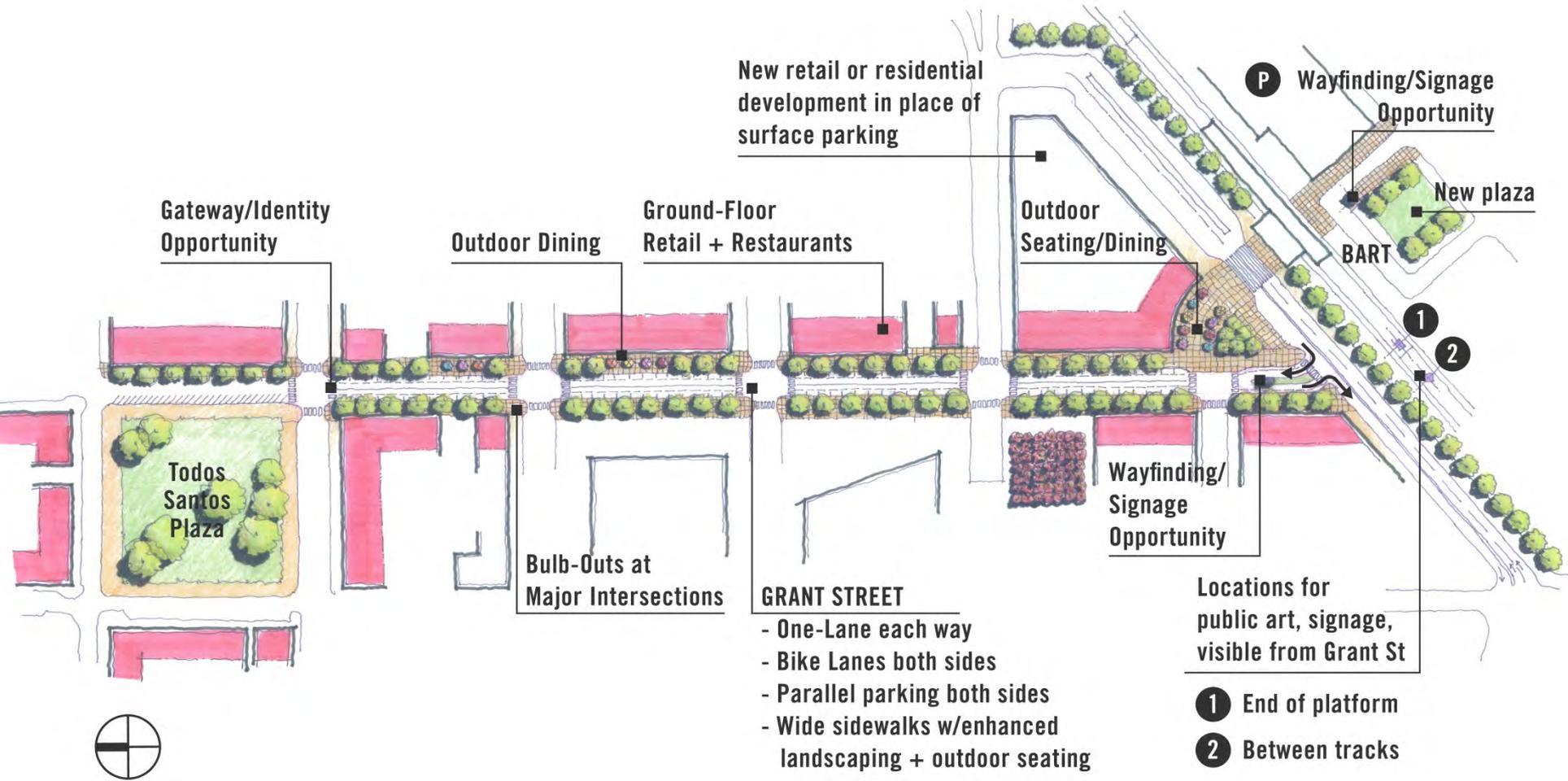


Grant St. Street Section Future

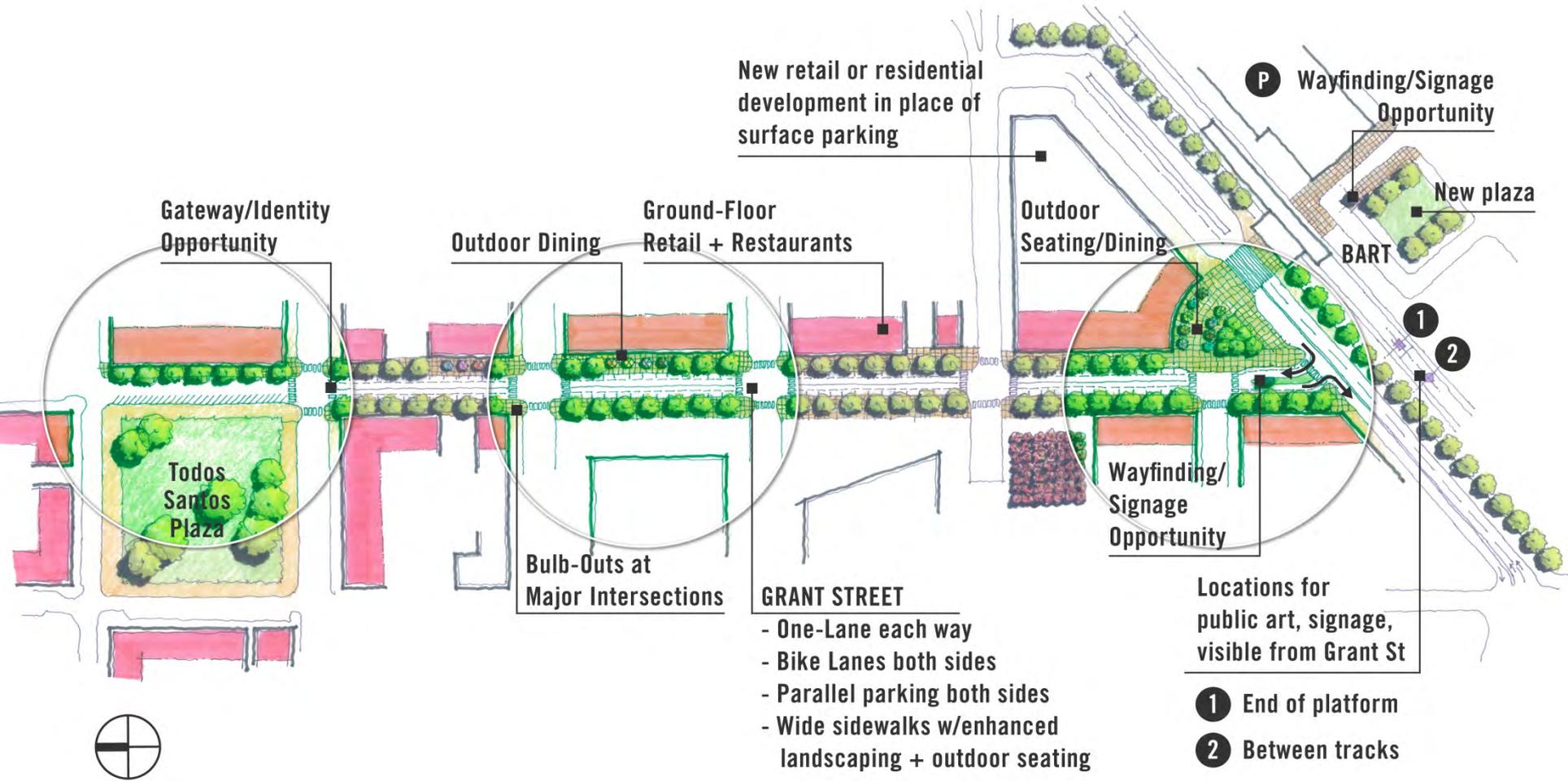
GRANT STREET - BART PLAZA



GRANT STREET - BART PLAZA



GRANT STREET - BART PLAZA: NODES



TRAFFIC CALMING



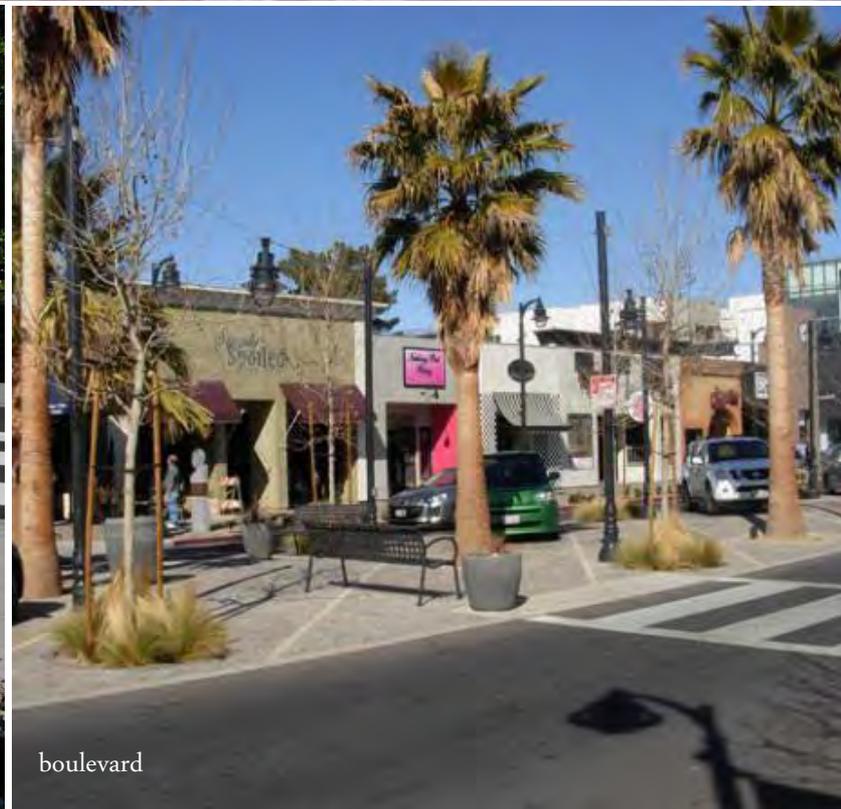
medians



curb bulb-out



marked crossing



boulevard

ENHANCED STREET CROSSINGS



LED crossing

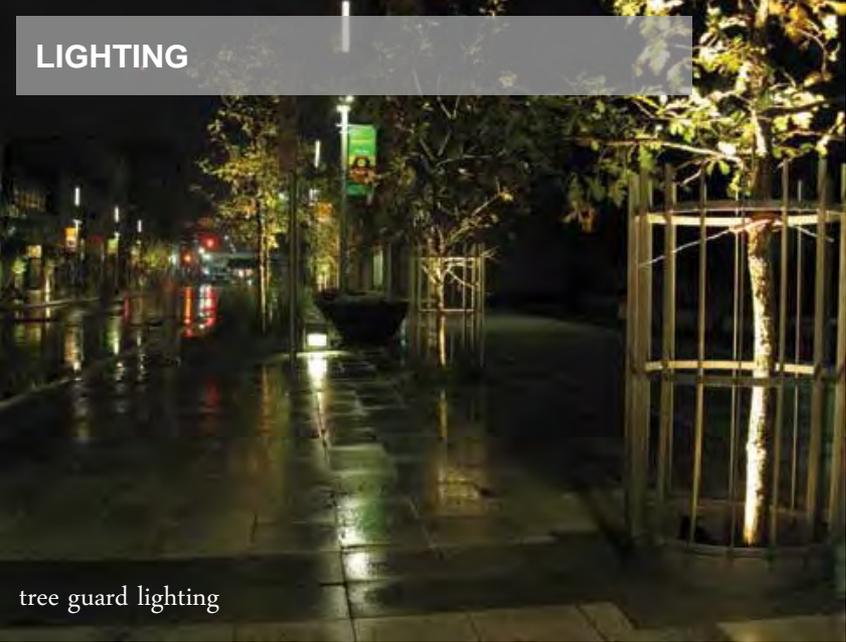


paving treatment / 4-way crosswalk



paint treatment

LIGHTING



tree guard lighting



lighting combined with signage

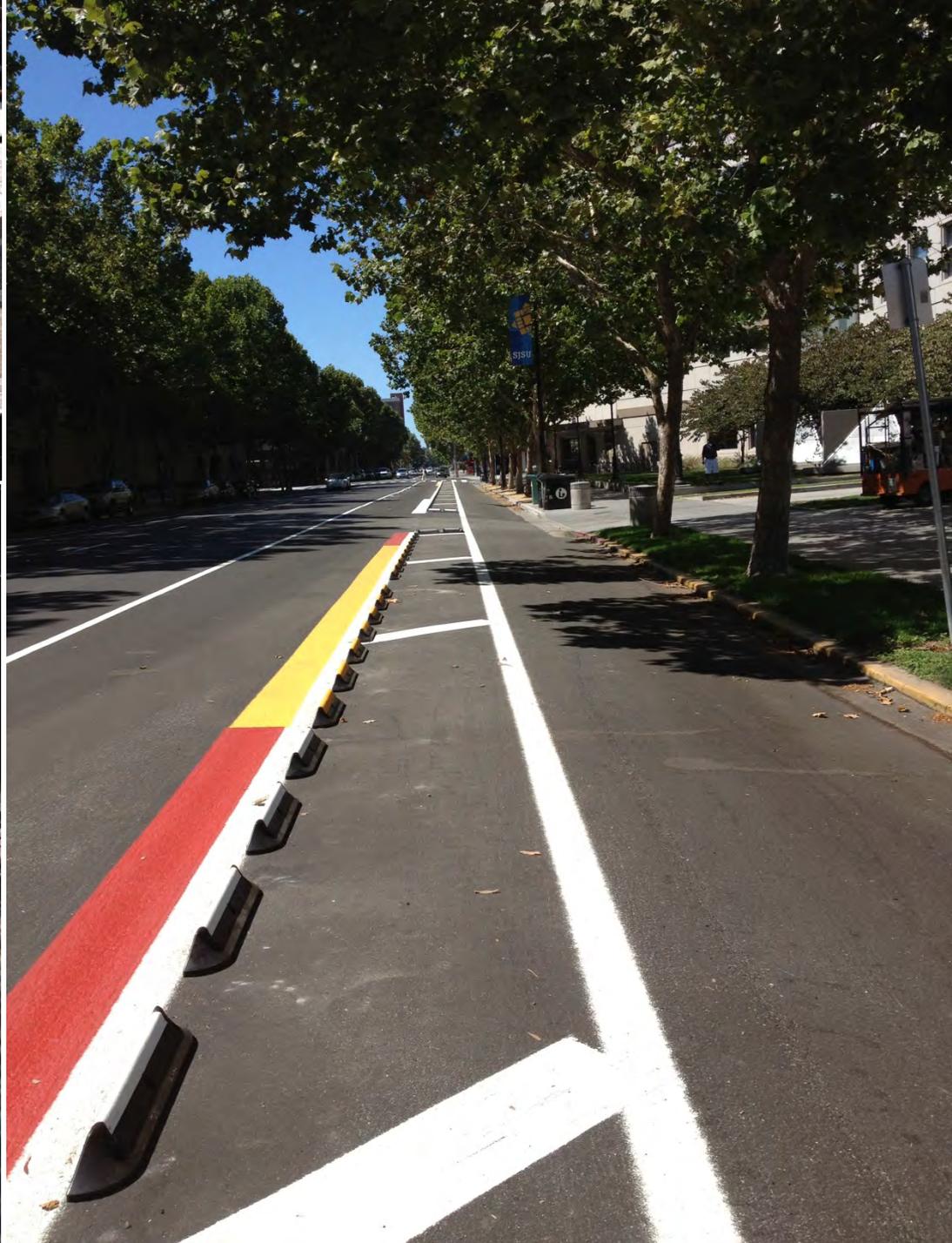


lighted seating areas



solar streetlamps

SAFE BICYCLE LANES



GROUND-FLOOR RETAIL



Pasadena Old Town



4th St, Berkeley



Sacramento transparent retail facade



Pasadena Old Town

GATEWAYS + IDENTITY





WAYFINDING - SIGNAGE



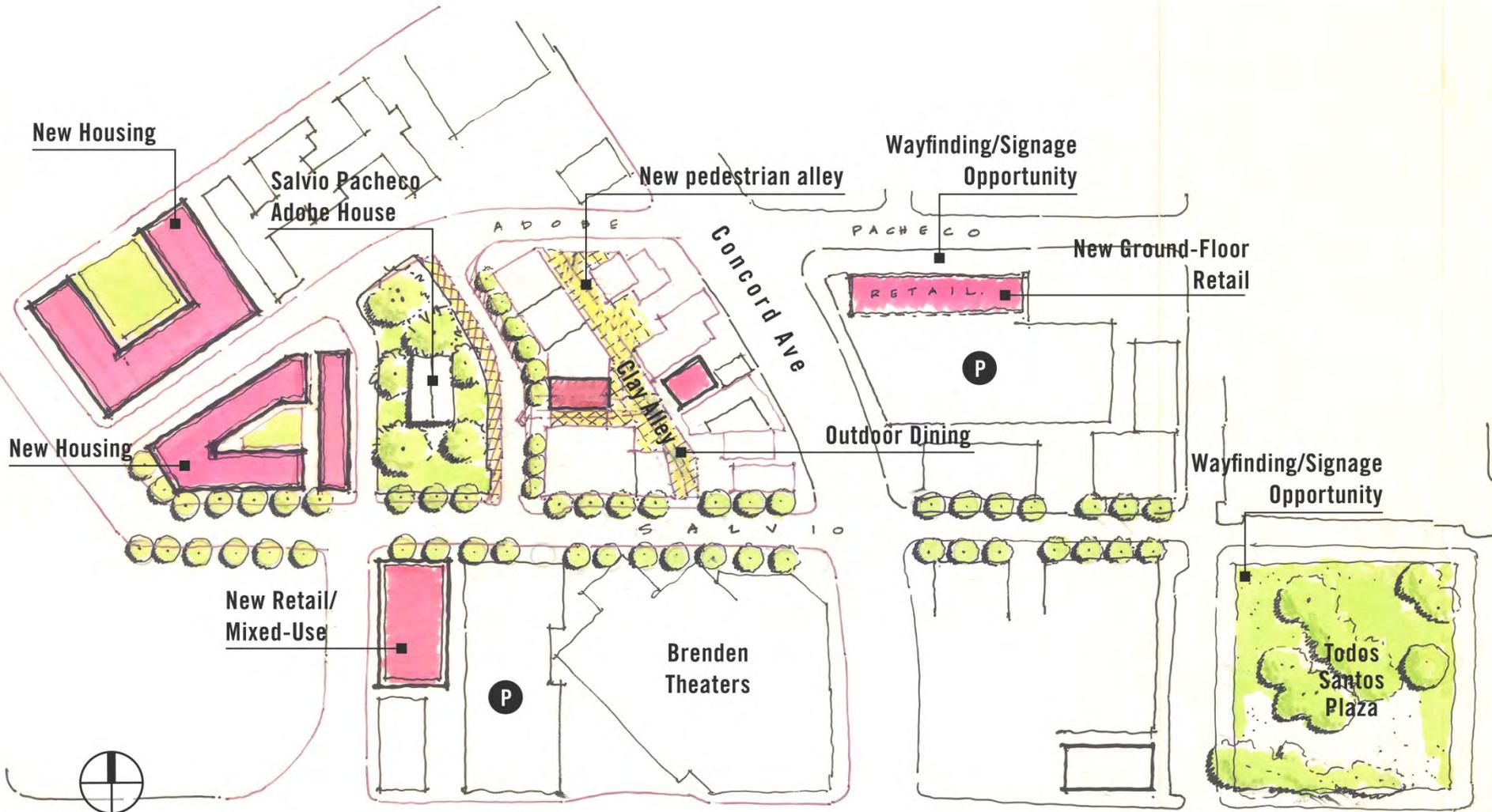
OUTDOOR SEATING



TREES + PLANTING



SALVIO STREET – CLAY ALLEY



ALLEYS + PASEOS



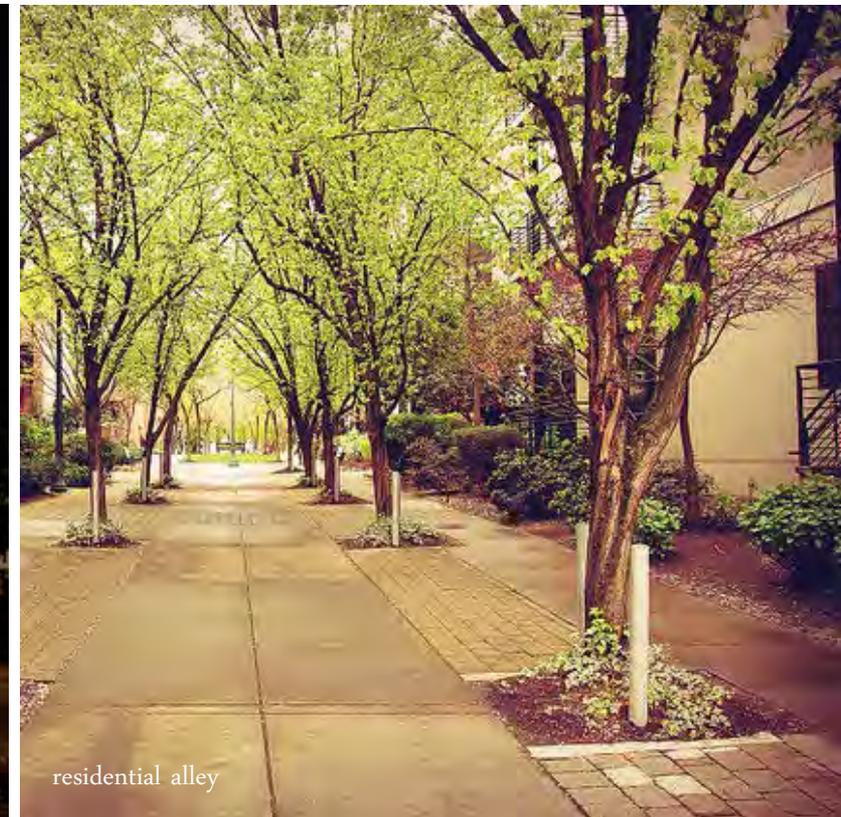
residential alley



mixed-use alley



boutique retail alley



residential alley

PUBLIC PLAZAS



WIDE SIDEWALKS



OUTDOOR DINING





Specific Plan Objectives, Policies and Implementation

Protect and enhance the Downtown Concord's authentic character and historic assets

Major Policies:

- The Preferred Plan optimizes the existing structure of the downtown, focuses development on key walkable streets and reinforces pedestrian connections
- Urban Design of the downtown to utilize key features/settings such as Todos Santos and Clay Alley/Adobe to promote revitalization
- Support small/local business through improvement district financing

Promote high quality infill development that successfully integrates new development with existing development.

Major Policies

- Utilize underdeveloped sites/vacant sites within the Downtown as infill development
- Focus on public land disposition for City-owned properties
- Capitalize on the BART parking lots adjacent to the station as new housing/mixed use opportunities
- Encourage existing property owners to upgrade their properties
- Follow the key land use designations for the Specific Plan-this is a roadmap for the future development of the downtown.

Promote high quality infill development that successfully integrates new development with existing development.

Implementation

- Focus development on Oak Street/Galindo Street former Redevelopment Agency properties
- Developer RFP for catalytic/prototype mixed use development
- Write down land costs of former Redevelopment Agency properties
- Focus development on Grant Street
- Fee reductions/in-lieu fees for affordable housing
- Entitlements EIR streamlining
- Re-examine creation of and Market Support for Property Based Improvement District



Reflect early California architecture in the design of new buildings

Promote Sustainable principles for new and retrofits to existing development

Policies

- New development to provide consistency in character that enhances and reinforces the existing character of the Downtown
- Ensure new development/retrofit adheres to LEED building standards

Reflect early California architecture in the design of new buildings

Promote Sustainable principles for new and retrofits to existing development

Implementation

- Design Guidelines to provide clarity for new development in terms of building massing, exterior articulation and material palette to ensure consistency with the Downtown
- Design Review Process to reinforce Design Guidelines and Objectives
- Require LEED Silver rating for all new development
- Incorporate sustainable planning/development principles into Downtown Design Guidelines



Provide a variety of living opportunities through a range of housing types and prices

Provide a diverse mix of ages, incomes, and cultures among residents and employees of downtown

Major Policies

- Encourage a diversity of housing types for all different types of users
- Promote higher density housing near transit
- Create more affordable housing in the Downtown

Provide a variety of living opportunities through a range of housing types and prices

Provide a diverse mix of ages, incomes, and cultures among residents and employees of downtown

Major Implementation Strategies

- Engage a wider range of developers for City-owned sites to encourage more diversity in housing development
- In-lieu fees for affordable housing
- Reduce parking requirements/flexible parking standards to allow developers to meet market expectations and demand
- Provide density bonuses for amenities(daycare etc..) provided by developers

Create a thriving local mix of boutique shops, restaurants, and cultural destinations with large scale office uses

Ensure safety by promoting activity in public spaces during both day and night

Major Policies

- Promote mix of uses along key streets for new infill development
- Provide assistance to keep existing businesses vibrant
- Support more art interventions in the Downtown, e.g. temporary “Parklets”
- Focus development at major open spaces such as Todos Santos Plaza
- Provide more evening/nighttime uses such as restaurants/dining
- Create more housing opportunities adjacent to public spaces

Create a thriving local mix of boutique shops, restaurants and cultural destinations with large scale office uses

Major Implementation Strategies

- Façade improvement programs for existing businesses
- Market new opportunities to restaurateurs/small business owners
- Reduce fees for local/small businesses for improvements (permit expediting)
- Reach out to existing cultural institutions for satellite opportunities
- Work with all the property owners to redevelop the Park'n'Shop site for commercial/housing opportunities

Develop a green network of pedestrian-friendly streets to promote healthy, active lifestyles

Design and Construct Streets that integrate walking, biking, transit use and green infrastructure

Connect Downtown Concord to the rest of the region by improving access to and from BART

Major Policies:

- Design and retrofit existing streets to adhere to Complete Streets and improve accessibility
- Incorporate bike lanes into major streets that connect through the Downtown
- Provide greater ease of use for transit users in the downtown
- Facilitate a park “One Time” Parking Strategy/increase efficiency of existing spaces
- Provide a strong connection between major open spaces within the downtown/connections between BART, Todos Santos Plaza and Ellis Park

Develop a green network of pedestrian friendly streets to promote healthy, active lifestyles

Design and Construct Streets that integrate walking, biking, transit use and green infrastructure

Connect Downtown Concord to the rest of the region by improving access to and from BART

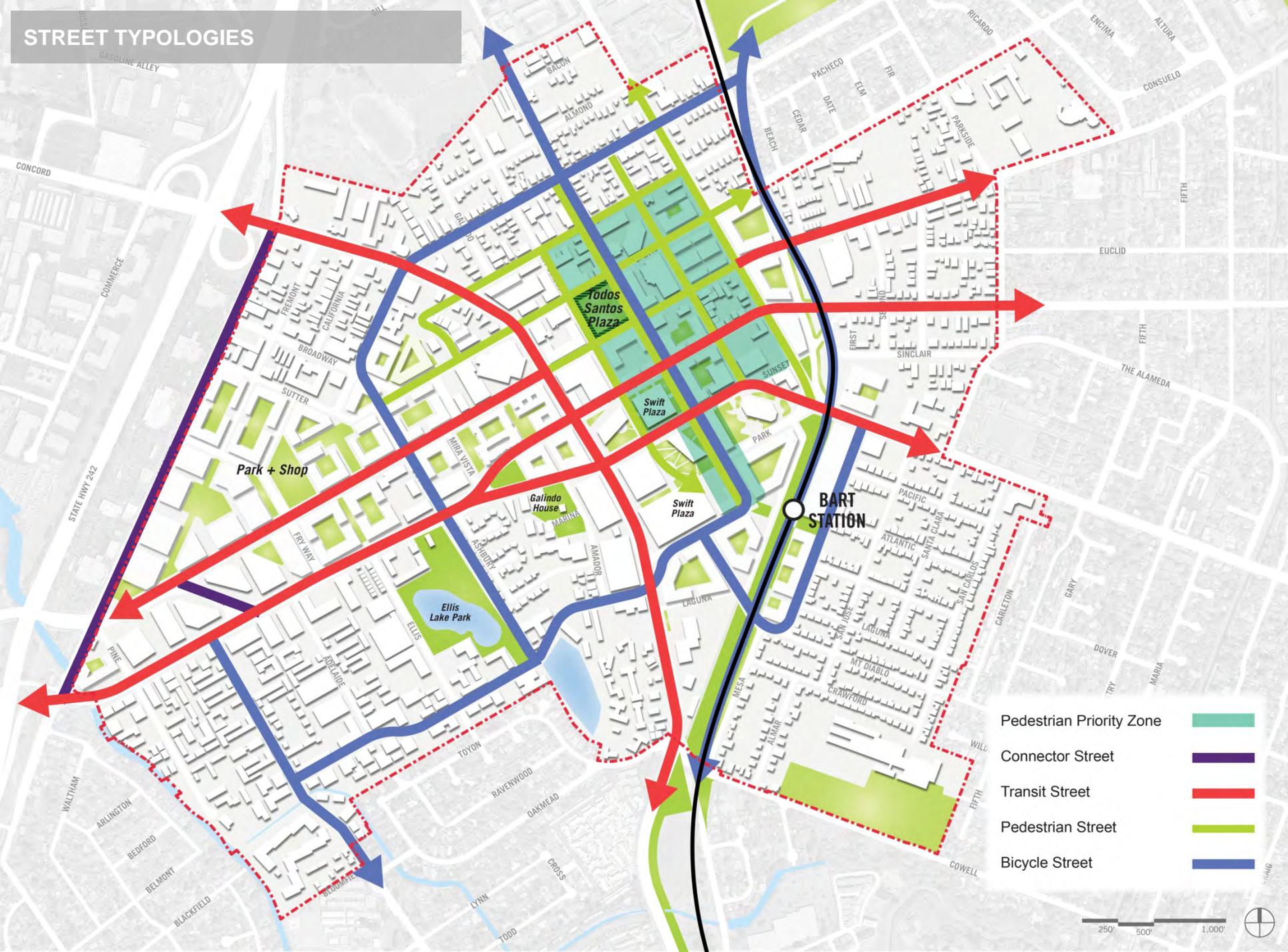
Major Implementation Strategies

- Focus on redeveloping Grant Street from BART to Todos Santos Plaza as a walkable and pedestrian friendly street (bulbouts etc...)
- Focus on redeveloping Salvio Street from Todos Santos Plaza across Galindo to the Park'n'Shop (facilitate ped crossings across Galindo)
- Develop a transit circulator around the downtown with shortened headways
- Provide more public parking near existing downtown uses- people to park once and walk to their other destinations/parking efficiency/meters



Transportation Metrics

STREET TYPOLOGIES



Park + Shop

Todos Santos Plaza

Swift Plaza

Galindo House

Ellis Lake Park

Swift Plaza

BART STATION

- Pedestrian Priority Zone
- Connector Street
- Transit Street
- Pedestrian Street
- Bicycle Street



Auto Dominant Highway –Freeways & approach that serve high volumes of high speed regional motor vehicle traffic. Transbay and express transit buses are also accommodated. Bicycles and pedestrians are prohibited.

Transit Street – Primary routes for CCCTA, Tri-Delta Transit & downtown shuttle. Signal preemption for transit vehicles, bus stops, bus lanes where appropriate. Accommodate mid-high volumes of through traffic. Pedestrian amenities enhanced around bus stops.

Connector Street – Accommodates automobiles, bicycles & trucks equally. Mid-high volumes of through traffic within and beyond the city.

Local Street – Accommodates automobiles, bicycles & trucks equally. Low volumes of local traffic, primarily provide access to property. Through traffic is discouraged. Traffic calming techniques to slow and discourage through automobile and truck traffic.

Bicycle Boulevard – Routes for bicycles providing continuous access & connections to the bicycle route network. Through motor vehicle traffic discouraged. Traffic calming techniques to slow and discourage through automobile and truck traffic.

Modal Priorities in SPA

- Clayton Road, Concord Ave./Galindo St., Concord Boulevard and portions of Willow Pass potential for ***Transit Street***
- Detroit, Laguna, Oak, Oakland, Grant, Bonifacio, East, Harrison – potential for ***Bicycle Boulevard***
- Market Street potential for ***Connector Street***
- Downtown core including portion of Willow Pass and Grant Street connecting to BART; ***Pedestrian priority zone.***

TRANSPORTATION FACILITIES MATRIX

Facility	Transit	Bicycles	Pedestrians	Autos
Transit Street /1/	★	■	■	■
Bicycle Boulevard	■	★	■	■
Bicycle Path (class I)	◆	★	★	◆
Pedestrian Path	◆	◆	★	◆
Connector Street /1/	□	■	■	■
Local Street /1/	□	■	■	■
Auto Dominant Road	■	◆	◆	★

★ = Dominant

■ = Accommodated

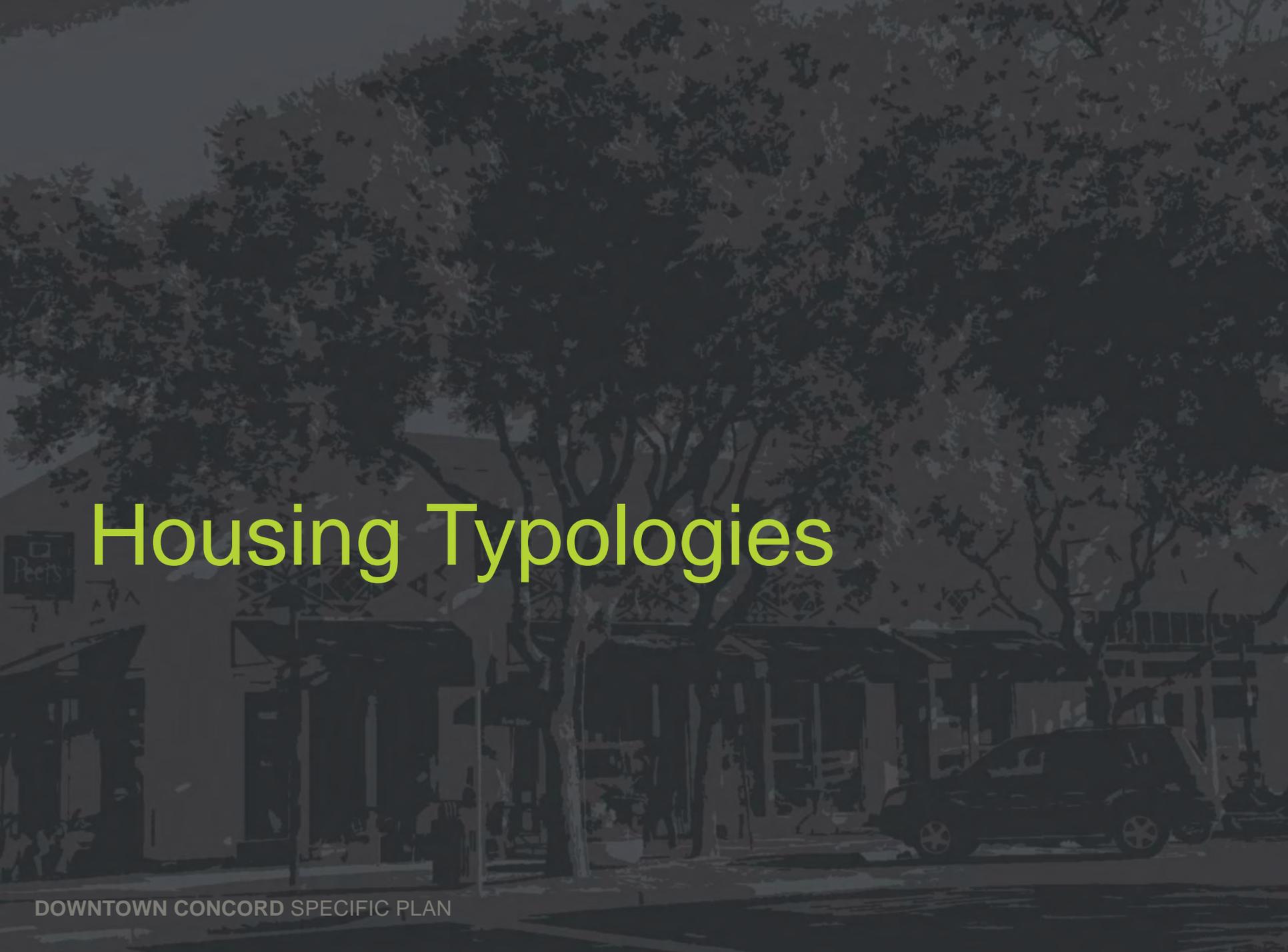
□ = Incidental

◆ = Prohibited

/1/Bike routes (class II and III) can be overlaid on these street types.

Preferred Alternative

- **Generates the least vehicle trips & results in more trips with both origin & destination in Specific Plan Area; the least impact to intersection operations**
- **Greater impact on BART, as most morning trips would be in the westbound direction which is already at or approaching capacity for much of peak hour**
- **Balances high levels of existing office development with internalization of trips**



Housing Typologies

**HOUSING TYPOLOGY:
MIXED-USE, TRANSIT-ORIENTED HOUSING**



30 du/acre

contra costa center transit village



40-50 du/acre

fruitvale transit village, oakland



80-90 du/acre

bergamot transit village, santa monica



110 du/acre

macarthur transit village, oakland

HOUSING TYPOLOGY:
MIXED-USE HOUSING



**HOUSING TYPOLOGY:
WORK-LIVE LOFTS**



25-35 du/acre

HOUSING TYPOLOGY:
TOWNHOMES



25-30 du/acre



ARCHITECTURAL CHARACTER



DOWNTOWN CONCORD SPECIFIC PLAN

Next steps

- Today—Review of Preferred Plan, Discussion of Policies, Implementation strategies
- October 15th – Downtown Steering Committee Meeting #8
- October to March 2014 – Preparation of Environmental Report
- April to June 2014 - Final Specific Plan and SEIR
- July to Sept 2014 - Financing and Implementation Strategy. Approval and Certification of Specific Plan and SEIR



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