Downtown Corridors Plan
Design Guidelines

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Downtown Corridors Plan
Design Guidelines

Concord

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.

Salvio 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.

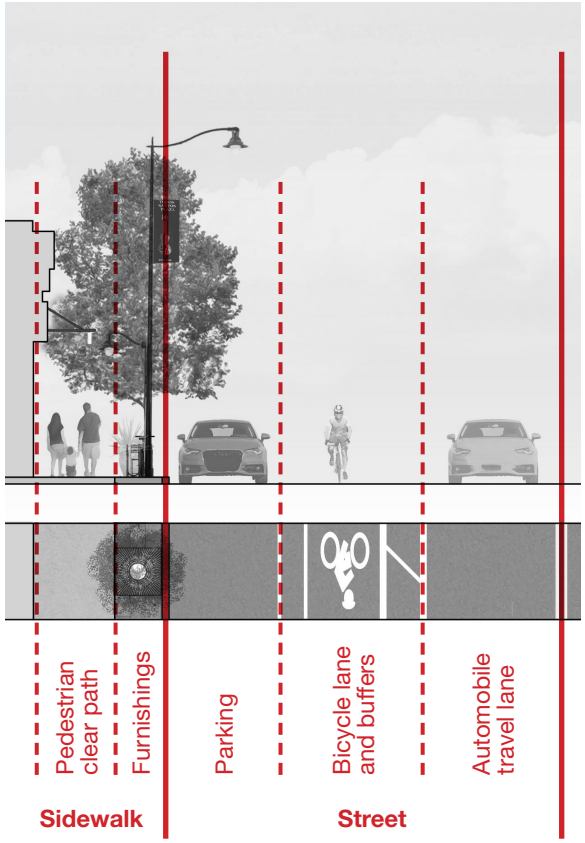
The guidelines address both the street and sidewalk realms, which each consist of several parts.

Street realm

- Parking
- Bicycle lane
- Automobile travel lane

Sidewalk realm

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



Components of the street

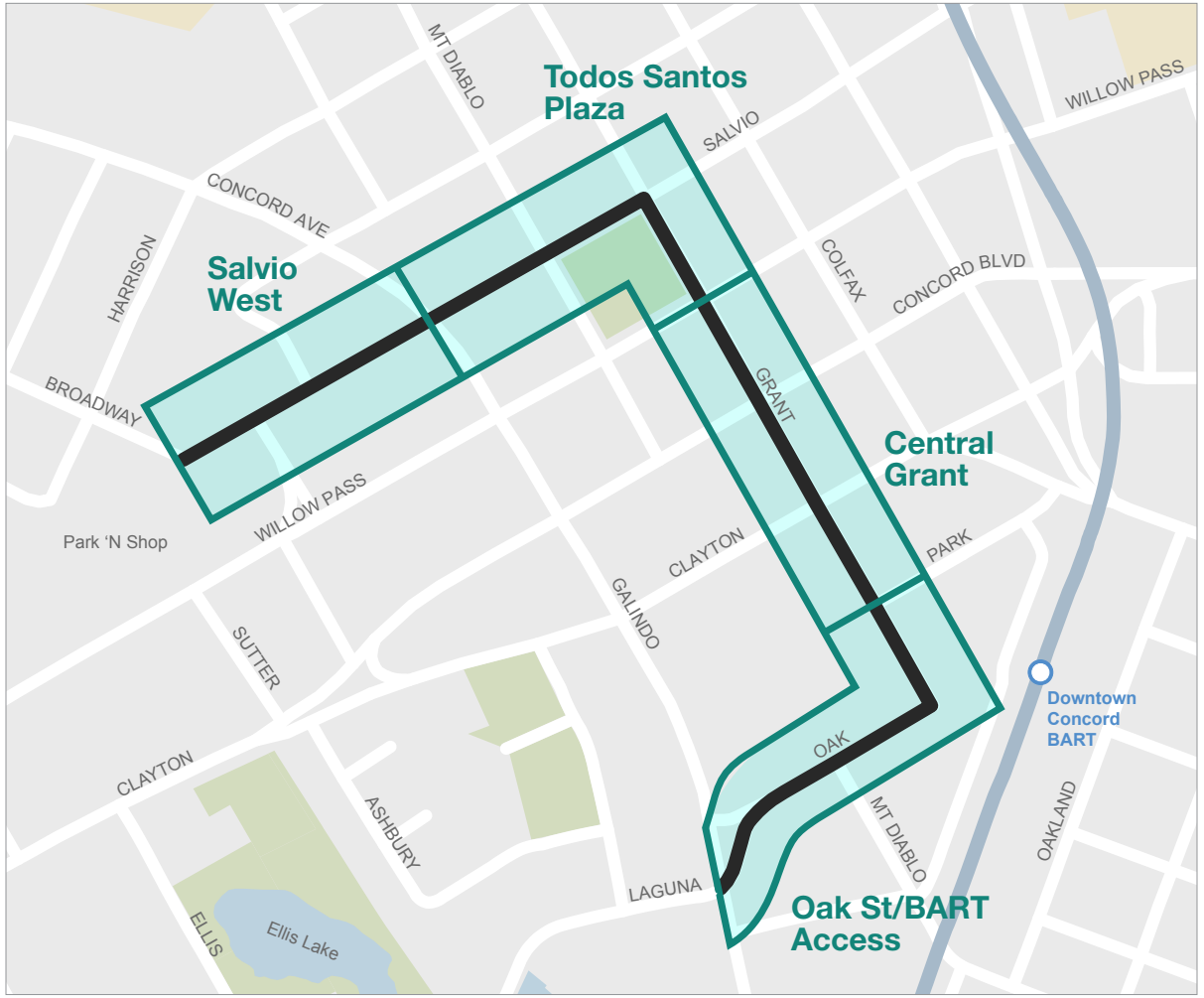
3.1 Zones

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 Salvio Street

Parallel on south side of Salvio Street to west of Mira Vista Terrace

BIKE FACILITY

Buffered bike lanes

In-pavement loop bicycle signal detection

SIGNAL TIMING AND PHASING

Automatic pedestrian crossing signals with activation buttons for auditory alerts

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

BUS FACILITIES
Stop furniture – shelters

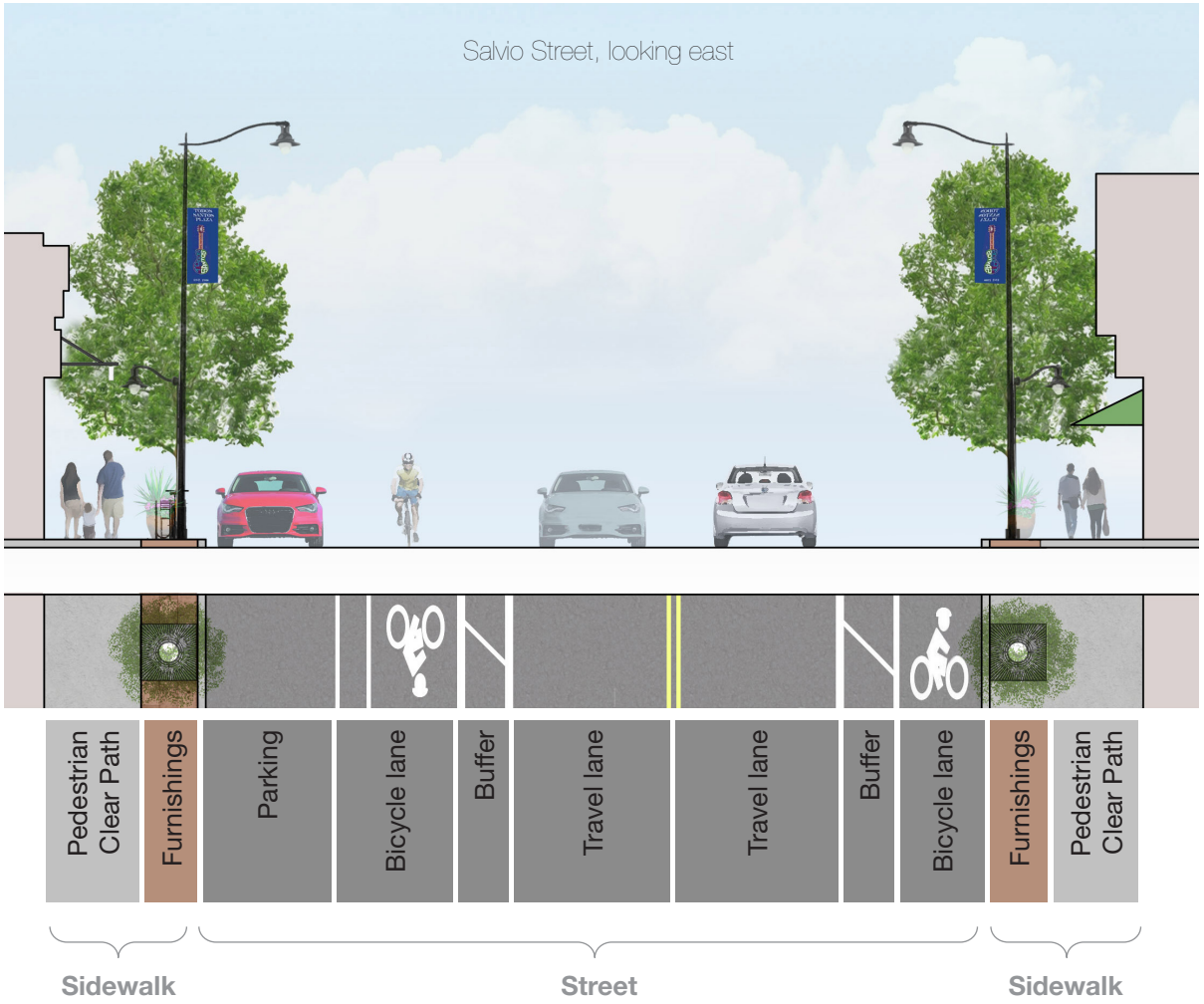
WAYFINDING
For all modes, focusing on connection between Park 'N Shop and Todos Santos Plaza, as well as community-wide destination (such as BART or nearby schools)

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, add 'twinkle' tree lights

Typical Street Cross-section: Salvio West Zone



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: Contra-flow bicycle lane (southbound), buffered bicycle lane (northbound)

Salvio Street: Sharrows

In-pavement loop bicycle signal detection

SIGNAL TIMING AND PHASING

Automatic pedestrian crossing signals with activation buttons for auditory alerts

CROSSWALKS

Decorative crosswalks at intersections with full ADA features

High visibility crosswalks at Grant Street & Willow Pass Road, Salvio Street & Galindo Street intersections

CURBS

Driveways – very limited driveways

BUS FACILITIES

Stop furniture – Shelters with wayfinding and other traveler information

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

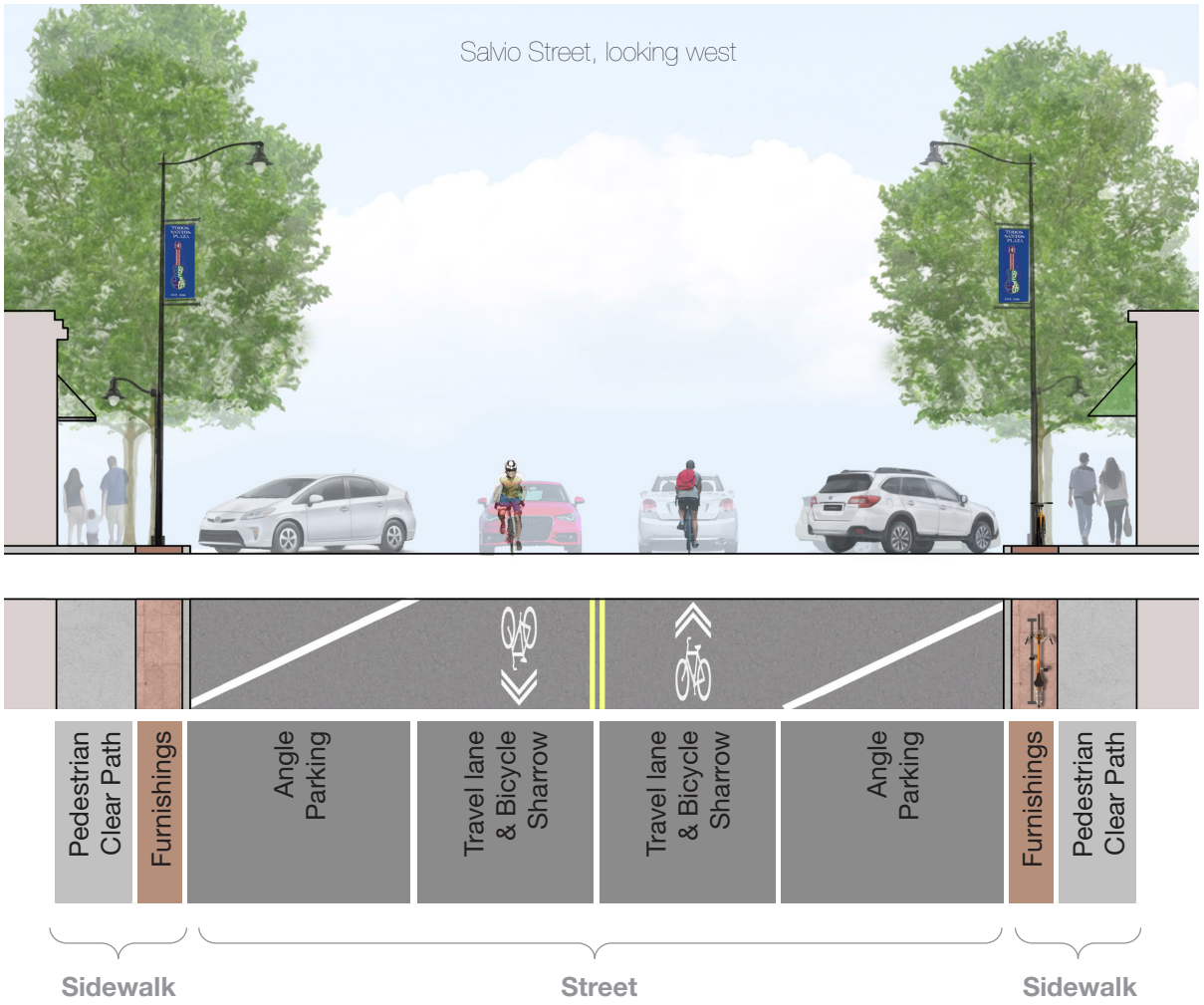
Seating – benches and seating surrounding Todos Santos Plaza located in well-lit areas, near activity, near amenities and other street furniture, and in both sun and shade

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, 'twinkle' tree lights on east side of Grant Street

Drinking fountains – at the plaza

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



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

Bicycle boxes at signalized intersections

Two-stage turn boxes where necessary to facilitate turns

Intersection bicycle crossing markings

In-pavement loop bicycle signal detection

SIGNAL TIMING AND PHASING

Automatic pedestrian crossing signals with activation buttons for auditory alerts

CROSSWALKS

Decorative crosswalks with full ADA features

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

CURBS

Driveways – minimize width

BUS FACILITIES

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

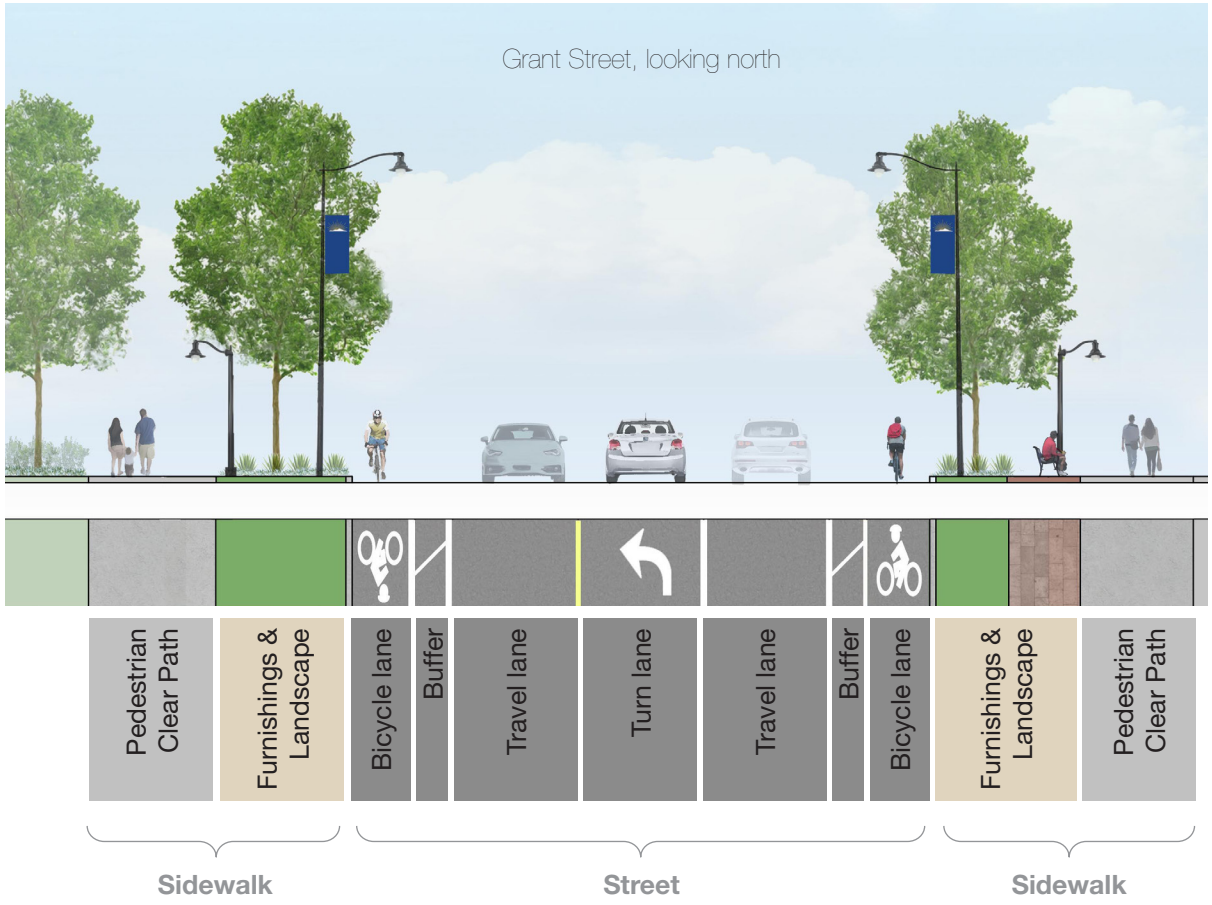
STREET FURNITURE

Bike racks – when new retail or residential uses are built, add bike racks to the sidewalk

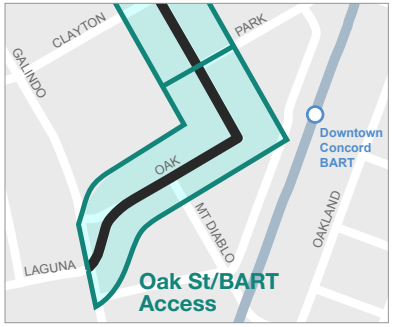
Trash bins – at intersections with Clayton Road and Concord Boulevard

Lighting – new pedestrian and street lighting, add 'twinkle' tree lights

Typical Street Cross-section: Central Grant Zone



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

Intersection bicycle crossing markings

In-pavement loop bicycle signal detection at Oak Street signal

SIGNAL TIMING AND PHASING

Automatic pedestrian crossing signals with activation buttons for auditory alerts

CROSSWALKS

Decorative crosswalks with full ADA features

CURBS

Driveways – minimize width

Sidewalk widening on south side of Oak Street

BUS FACILITIES

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

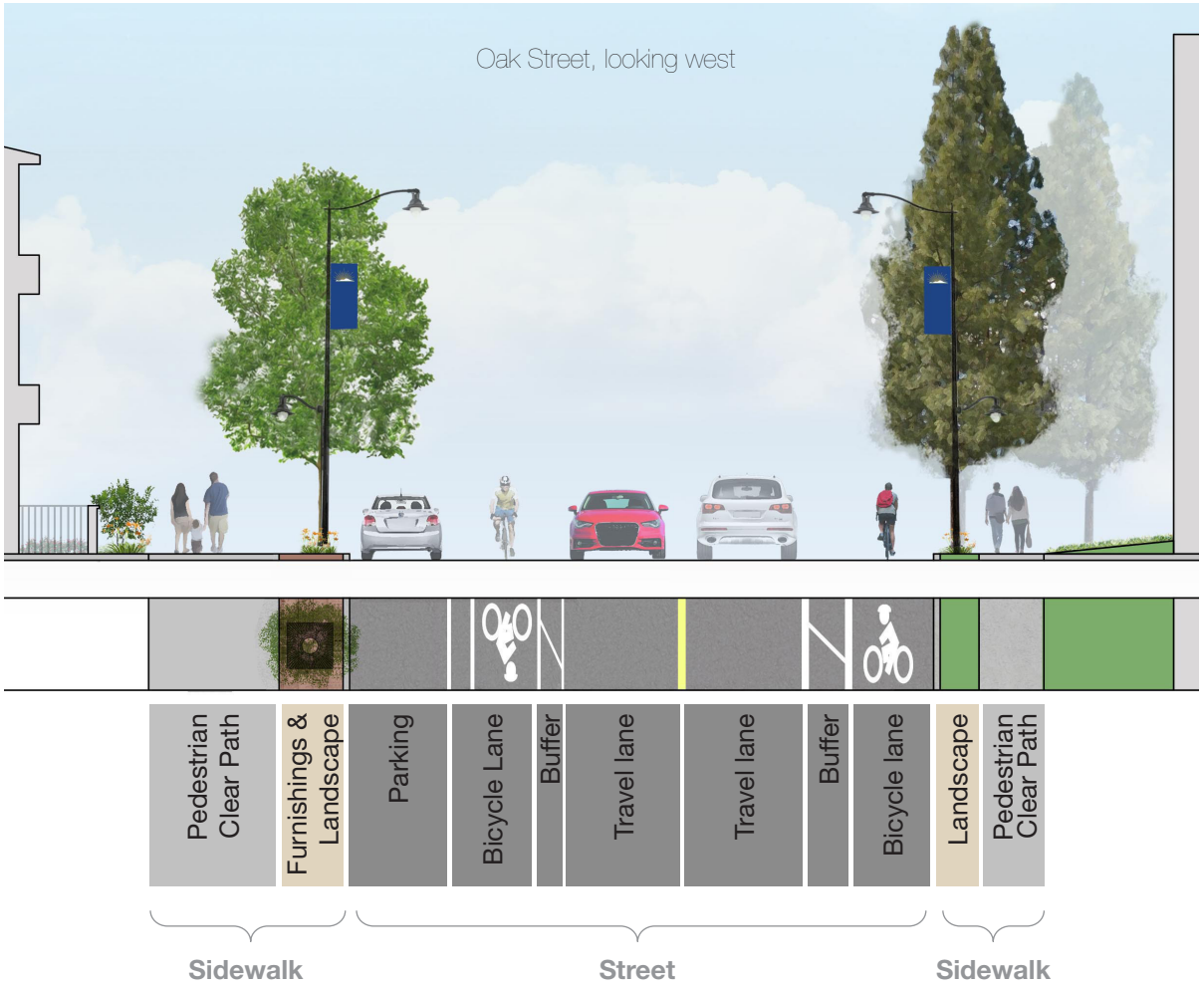
STREET FURNITURE

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, add 'twinkle' tree lights on Grant Street and the south side of Oak Street

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



Summary of Zones

	Feature	Zone 1 **Salvio West**	Zone 2 **Todos Santos Plaza**	Zone 3 **Central Grant**	Zone 4 **Oak Street/BART Access**
Street	**Parking**	Parallel or no on-street parking	Parallel or angle parking	Parallel or no on-street parking	Parallel or no on-street parking
	Bike facilities	Buffered bike lanes, bicycle detection loops	Bike sharrows, contraflow bicycle lane on Grant Street, bicycle detection loops	Buffered bike lanes, bicycle detection loops	Buffered bike lanes, bicycle detection loops
	Bus facilities	Shelters for all bus stops (where space permits), improved stop signage	Shelters for all stops	Shelters for all stops	Shelters for all stops
Intersections	**Signal timing and phasing**	Automatic pedestrian signals with activation buttons	Automatic pedestrian signals with activation buttons	Automatic pedestrian signals with activation buttons	Automatic pedestrian signals with activation buttons
	Crosswalks	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
	Curbs	Minimize driveway width, curb extensions where possible, minimize curb radii	Minimize driveway width, minimize curb radii	Minimize driveway width, curb extensions where possible	Minimize driveway width, minimize curb radii, sidewalk widening on south side of Oak Street
Sidewalk	**Wayfinding**	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
	Lighting	New pedestrian and street lighting; add ‘twinkle’ tree lights	New pedestrian and street lighting with an emphasis on pedestrian lighting; add ‘twinkle’ tree lights	New pedestrian and street lighting with an emphasis on pedestrian lighting; add ‘twinkle’ tree lights	New pedestrian and street lighting; add ‘twinkle’ tree lights
	Street furniture	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
	Low-impact development	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

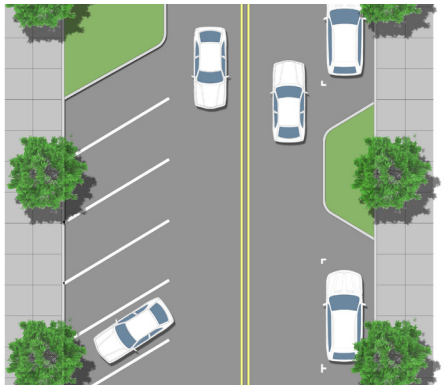
Grant Street at Salvio Street

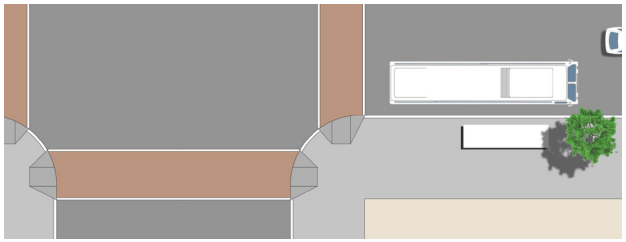
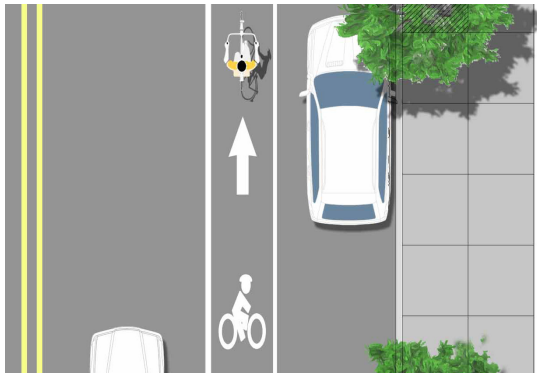
Components of the Street: Street Realm

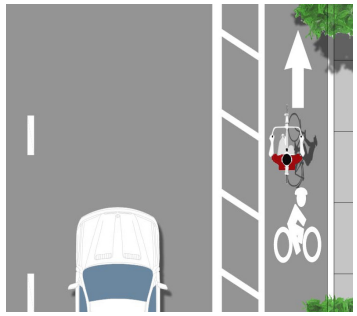
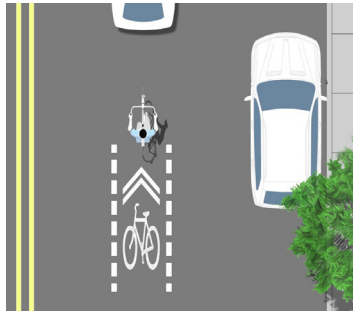
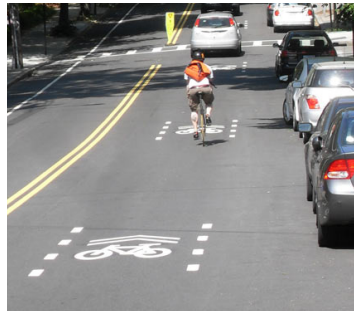
The table below lays out the elements that can transform the study corridors into multimodal streets.

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
Street			
Parallel on-street parking	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.	
Angled on-street parking		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. If considering back-in angle parking, note that it is not compatible with Accessible Parking.	
Automobile wayfinding	See Wayfinding Signage - Automobile wayfinding, page 27.		

Component	Function	Guidance	Illustration
Bus stop	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.	**Stop location:** 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. **Bus bulb:** 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. **Furniture:** Install a bench and trash bin at a minimum, full transit shelter preferred.	 
Bicycle Facilities			
Conventional bike lane	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.	

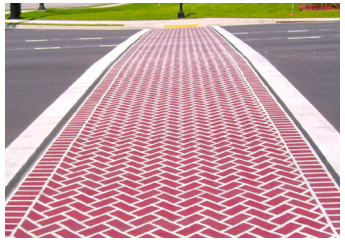
Component	Function	Guidance	Illustration
Buffered bike lane	Designates an exclusive space for cyclists separated from vehicle traffic by a buffer.	Lanes should be 5-7 feet wide with a 2 foot or greater buffer where possible. Lanes can be painted green for greater visibility. See Manual on Uniform Traffic 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.	  Source: Dianne Yee, 2014 (via Flickr)
Contra-flow bike lane	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 contra-flow 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.	 Source: Greg Griffin, 2013 (via Flickr)
Sharrow (shared lane marking)	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 full bicycle lanes. Use only on streets with speed limits below 35 mph. Sharrows should be placed a minimum of 11" from the curb or parking lane, and ideally toward the center of the travel lane. Locate after intersections and every 250 feet thereafter. "Super sharrows" add dashed lines on either side or green paint behind the sharrow icon (an 'experimental' treatment per the FHWA) to enhance visibility.	  Source: MUTCD figure 9C-9

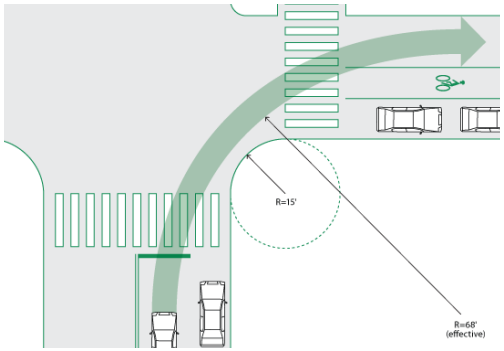
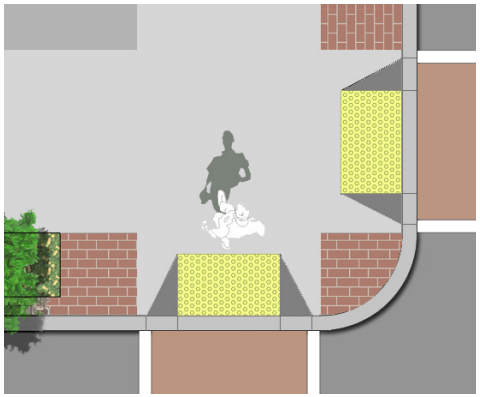
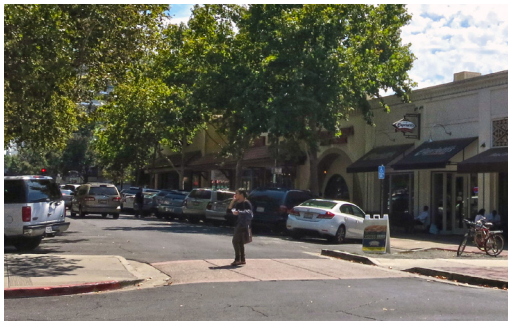
Component	Function	Guidance	Illustration
Bike box	Designates space in front of stopping vehicles at a signalized intersection where cyclists can be more visible to nearby drivers while waiting for the signal cycle. Facilitates left turns and crossing intersections.	Install box (14' minimum recommended) with a cyclist icon backed by green paint. Include an advance stop bar for vehicles, full-time "no turn on red" restriction, and set back 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.	 Source: MUTCD figure 9C-3A or B
Bicycle intersection crossing markings	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.	 Source: National Association of City Transportation Officials (NACTO)
Bicycle signal detection	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.	 Source: NACTO
Bicycle wayfinding	See Wayfinding Signage - Bicycle wayfinding, page 28.		

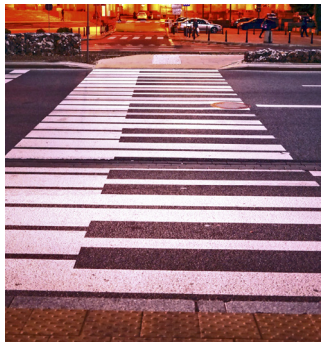
Components of the Street: Intersections and Crosswalks

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
Intersections and Crosswalks			
Decorative crosswalk	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.	  Herringbone Source: Ennis-Flint
High-visibility crosswalk	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.	

Component	Function	Guidance	Illustration
Corner radius	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.	 Source: NACTO
Curb ramp location and specifications	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 *State Of California Department Of Transportation Standard Specifications* (73-1.02B), 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.	
Curb extension	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 throughways. The texture and color of the pedestrian clear path should extend all the way to the curb ramps.	

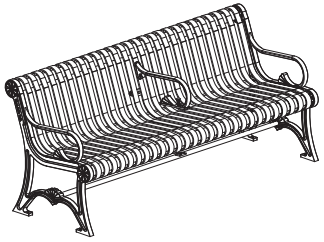
Component	Function	Guidance	Illustration
Midblock crossing	Facilitates safe pedestrian crossing between major destinations and/ or along long block faces.	Install in locations where there are high-traffic pedestrian destinations on both sides of the street and conflicts for the use of the curb space 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.	 Source: ActiveSteve, 2013 (via Flickr)
Signal timing and phasing	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.	
Signal activation	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.	

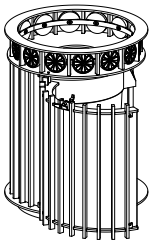
Components of the Street: Sidewalk Realm

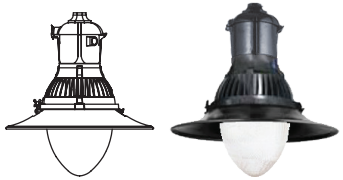
Sidewalks are the spine of the green frame. They connect the private and public realms, interact with all modes of travel, and provide the social environment of the streetscape.

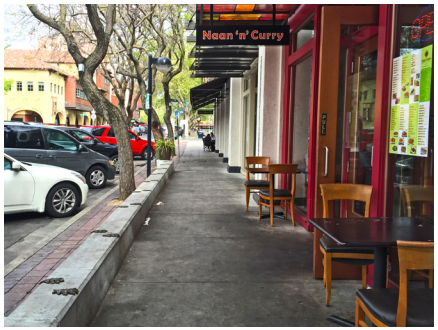
On sidewalks, people can find benches, landscaping and street trees, a range of street lights and pedestrian lamps, bike racks, public art, drinking fountains, and other features of outdoor living. Sidewalk concrete and brickwork shall be repaired or replaced when heaving, tree roots, or other maintenance issues impede pedestrians' smooth, clear path.

The table below details those elements that can enliven the sidewalk by making the space both useful and interesting.

Component	Function	Guidance	Illustration
Sidewalks			
Awnings	Roof or material projections over the sidewalk for weather protection and to enhance aesthetic quality of the street.	Existing and new street-fronting retail should provide awnings, where possible. Per the City's Municipal Code, awnings should project at least 7 feet over the sidewalk. The Corridors Plan recommends a height of at least 7 feet 4 inches. Wooden awnings over sidewalks and illuminated signs are prohibited.	 
Benches and seating	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.	  Source: DuMor Site Furnishings

Component	Function	Guidance	Illustration
Bicycle parking - short term	Bicycle racks allowing both wheels to be secured to a structure cemented in place.	Install bike parking at key destinations and near restaurants, shops, and other frequently visited locations. Rack styles 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 2.5 feet by 6 feet.	 
Bicycle repair kiosk	Publicly-accessible bicycle mounting stand and tools for cyclists to perform basic repairs	Install bicycle repair kiosks near bicycle parking facilities at key destinations, such as at Todos Santos Plaza. Kiosks should be located out of the main sidewalk clear path. Model shown: Dero Fixit.	 Source: Dero
Drinking fountains	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.	 Haws model 3511
Trash bins	Trash bins similar in style to the seating and benches.	Install bins near intersections and in high pedestrian traffic areas. Locate far enough from seating to allow comfortable sitting. Include recyclables insert or locate recycle bins nearby. Bins should be finished in black powdercoat. DuMor Receptacle 102 matches the preferred benches (see above).	  Source: DuMor Site Furnishings

<table>
<tr><th>Component</th><th>Function</th><th>Guidance</th><th>Illustration</th></tr>
<tr><td>Utility boxes</td><td>Utility boxes in the public right-of-way can be canvases for local art.</td><td>Adopt a program or seek a local nonprofit partner to install art on the existing downtown utility boxes.</td><td>  
Source: Aaron Anderer, 2013 (via Flickr)</td></tr>
<tr><td>Lighting</td><td>Improves visibility and safety for pedestrians, cyclists, and drivers and provides a more welcoming environment at night.</td><td colspan="2">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.
<table>
<tr><th>Sidewalk</th><th>Street</th><th>Pole</th></tr>
<tr><td>Luminaire: Memphis Pedestrian Teardrop LED with shallow skirt
  </td><td>Luminaire: Memphis Teardrop LED shallow skirt
  </td><td rowspan="5">• Fluted, tapered pole
• Powder-coat black
• North Yorkshire clamshell base
• West Liberty crossarm
  </td></tr>
<tr><td>Height: 12-15 feet (approx.)</td><td>Height: 25 feet (approx.)</td></tr>
<tr><td>Place approx. 40-60 feet apart</td><td>Place approx. 80-120 feet apart</td></tr>
<tr><td>Orient over sidewalk path</td><td>As close to curb as possible</td></tr>
<tr><td colspan="2">Bulb: Light Emitting Diode (LED) 2,800-4,000 K color temperature</td></tr>
</table></td></tr>
</table>

Component	Function	Guidance	Illustration
'Twinkle' tree lights	Provide ambient light and enhance the nighttime environment.	Install new tree lighting fixtures and wiring to match existing style in Todos Santos Plaza. Add to corridors where not already existing, including Salvio West, Central Grant, and Oak Street zones.	
Sidewalk edge/ furnishings zone	Accommodate street furniture and separate the clear pedestrian walking path from vehicle traffic	Where hardscape is used in the edge zone, follow precedent and specify pavers to visually distinguish between the clear path and curb. Pavers should be set in a mortar base for longevity. Tree grates should also be specified (see page 30).	
Sidewalk maintenance	Preserve the structural integrity of the sidewalk to allow safe and clear passage for all pedestrians.	The City's Municipal Code establishes that maintenance of a sidewalk clear of obstructions, including all costs and expenses incurred, is the responsibility of the adjacent property owner. This include repairing surfaces, replacing sidewalks, removing weeds, and trimming trees and shrubs. The City shall work with property owners to raise awareness of this responsibility.	
Driveways and curb cuts	Ramps facilitate vehicular travel over a sidewalk to access a property.	When installing a driveway or other non-intersection curb cut, maintain a level sidewalk path. 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.	

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			
Automobile wayfinding	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.	
Banner signs	Foster a district identity and provide community 'branding' through and 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.	

Bicycle wayfinding	Signage and/or pavement markings to guide cyclists along the city's bicycle routes and to key destinations.	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. 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.	 Source: NACTO
Pedestrian kiosk wayfinding	Kiosks with locator maps, key destinations, and business.	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.	 
Special district street name signs	Street name signs with notations for special districts.	Design street signs with a custom logo and/or text to alert users that they have entered a special district. Install signs in the 'Inner Core' area on Grant and Salvio Streets, and other streets as determined by the City's Housing and Economic Development Council Committee. Existing signs can be retrofitting by adding a "top" to the sign stack.	  Source: AtlasPDX82, 2011 (via Wikimedia Commons), Kumar Appalah, 2009 (via Flickr)

Components of the Street: Landscaping

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

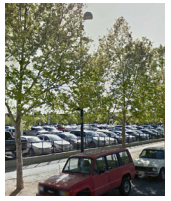
Trees and landscaping make urban environments more comfortable and inviting, adding visual interest and variety to the streetscape. Trees offer shade during hot summer months, and landscaping strips reduce stormwater runoff. Landscaping also buffers pedestrians from vehicular traffic.

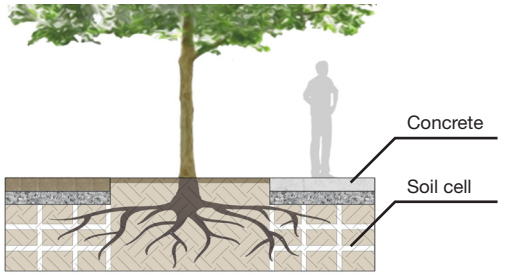
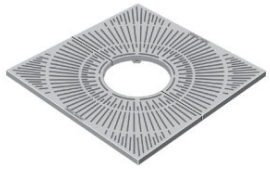
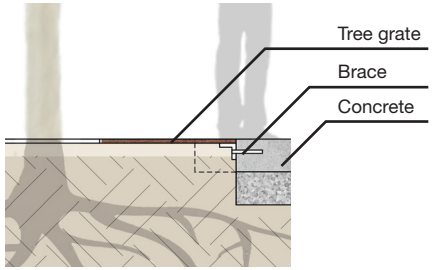
PLANTINGS

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
Street Trees			
Tree species	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:	 Chinese Flame Tree  Crape Myrtle  Tulip Tree  London Planetree  Littleleaf Linden

Component	Function	Guidance	Illustration
Trees - new trees	New trees to provide shade, comfort, and separate vehicle and pedestrian traffic.	Plant trees with root barriers and sufficient soil base to prevent sidewalk maintenance issues. In new construction, use plastic soil cells to allow tree roots to grow in the uncompacted soil between structural supports. Soil cells can support vehicular loads and provide stormwater management through absorption, evapotranspiration, and interception.	
Tree planted area	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 next to wide walking areas. Permeable paving cut-throughs allow pedestrian circulation without damaging plant material or compacting soil.	
Tree grates	Protect tree from soil compaction and allow uninterrupted pedestrian circulation.	Match style and size of existing tree grates. Install flush with existing sidewalk surface, and repair sidewalk heaving as necessary to provide a continuous, smooth walking surface. Shown: Neenah Foundry 'Metropolitan' two-part tree grate.	  Source: Neenah Foundry
Tree grate retrofit	Add grates to existing trees. Potential to enlarge existing tree well areas to allow for soil mediation, enhanced root growth, and safer pedestrian travel.	Add a concrete collar to support tree grate flush with sidewalk. Saw cut existing concrete tree wells and pour a concrete collar to support the grate, taking care to avoid root damage (e.g. a newer planting without an established root system).	

Component	Function	Guidance	Illustration
Tree well mulch to mitigate trip hazard	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			
Landscape strip / permanent planter	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.	
Movable planter	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

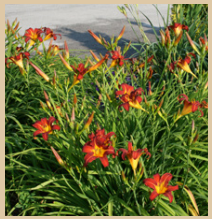
London Planetree
Platanus x acerifolia

Littleleaf Linden
Tilia Cordata

SMALL/MEDIUM SHRUBS

Fortnight Lily
Dietes Sp.

Lily of the Nile
Agapanthus Sp.

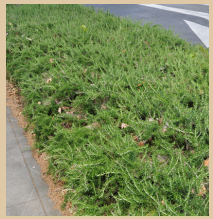


Daylily
Hemerocallis Sp.

New Zealand Flax
Phormium Sp.

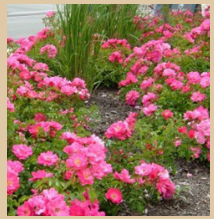
GROUNDCOVERS

Star Jasmine
Trachelospermum Jasminoides



Rosemary
Rosmarinus Sp.

Cotoneaster
Cotoneaster ‘Lowfast’



Carpet Rose
Rosa Sp.

LOW-IMPACT DEVELOPMENT/STORMWATER FEATURES

Dwarf Cape Rush
Chondropetalum ‘El Campo’

Rush
Juncus Patens

Coral Aloe
Aloe Striata

Creeping Sage
Salvia Sonomensis

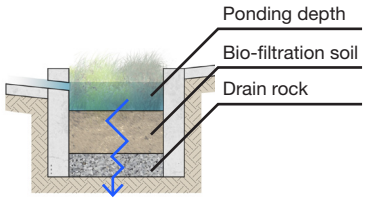
Berkeley Sedge
Carex Divulsa

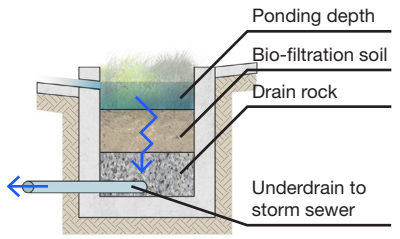
Components of the Street: Low-Impact Development & Stormwater

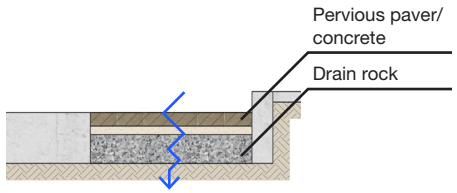
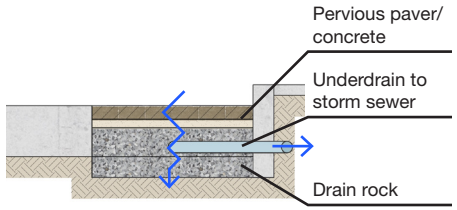
Low-impact landscape elements and stormwater features capture and treat excess runoff, as well as enhance the comfort and appeal of the pedestrian environment.

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
Low-Impact Development & Stormwater			
Bio-retention planter (rain garden)	Filters stormwater naturally and allows it to soak into soil; reduces demand on storm sewer.	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.	 

Component	Function	Guidance	Illustration
Bio-filtration planter (flow-through planter)	Filters stormwater naturally before discharging it into the storm sewer.	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. Where adjacent to parking, design with cut-throughs or set back from curb to allow passengers to safely exit their vehicle.	 
“Signature” bio-retention or bio-filtration	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.	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.	

Component	Function	Guidance	Illustration
Permeable pavers/pavement	Allows water to infiltrate through paved area to native soil; reduces demand on storm sewer.	Use permeable pavers/materials where possible, such pavers as in sidewalk edge zone. Select materials to follow existing sidewalk design precedents. **Material:** 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. **Placement:** 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, can damage permeable pavement and increase maintenance costs. Most effective where soil will allow infiltration.	  

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
Parklets					
Semi-permanent transformations of parking spaces into public spaces	Total dimensions of one or two parking spaces	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.	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. 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.	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.	 

Description	Size and Type	Locations	Permitting	Maintenance	Photo
Food trucks and other mobile food vendors*					
From the City of Concord Municipal Code: **Vendor cart.** 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. **Vendor motor vehicle.** A motor vehicle from which food items, wares, or other merchandise and/or services are offered for sale, barter, or exchange.	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	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.	For individual uses, the City of Concord Municipal Code would need modification to: • Allow vending within the Downtown Pedestrian District • Adjust restrictions on food vendor group site locations (especially regarding proximity of parks and ability to park in or block parking) • Apply temporary uses and structures regulations to vendors	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.	 Source: Karlis Dambrans, 2014 (via Flickr)
Retail or vending in the public realm or in a shared space on private property					
See vendor cart and vendor motor vehicle descriptions above.	A temporary retail structure can be as large or small as the space in which it is located.	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.	The City of Concord Municipal Code will need modification to: • Allow vending within the Downtown Pedestrian District • Apply temporary uses and structures regulations to vendors	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.	

*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
Bike corrals					
Short-term bicycle parking for numerous bicycles.	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.	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.	Like all bike parking, bike corrals should be located within 50 feet from a building entrance and preferably within view of the entrance.	Bike corrals should be maintained by the City agency that maintains other utilities and features of the public realm.	 Source: VeloBusDriver, 2009 (via Flickr)
Street redesign					
Transformation of the street configuration using temporary materials, such as chalk, cones, potted plants, and seating.	Street redesigns can expand or contract to fit the relevant function and location.	Street redesigns are safest on low traffic but high pedestrian volume streets.	The type of street redesign determines the permitting. Generally, the permitting will follow permitting for other temporary uses of the public realm.	Street redesigns require the same general upkeep during use and upon removal as other temporary uses of the public realm.	 Source: Brian Kusler, 2009 (via Flickr)

Description	Size and Type	Locations	Permitting	Maintenance	Photo
Public art installations and performance space					
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.	As small or large scale as can be imagined	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.	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.	Art installations and performance spaces require the same general upkeep during use and upon removal as other temporary uses of the public realm.	

*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)

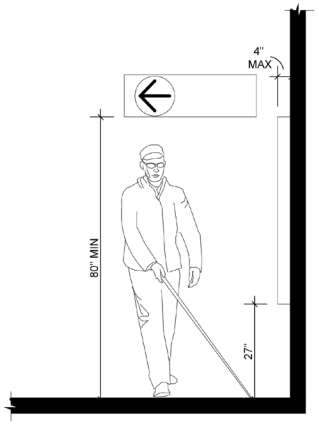
STANDARD: MAXIMUM PROTRUSION INTO CLEAR VERTICAL AREA

4 inches (except post-mounted objects)

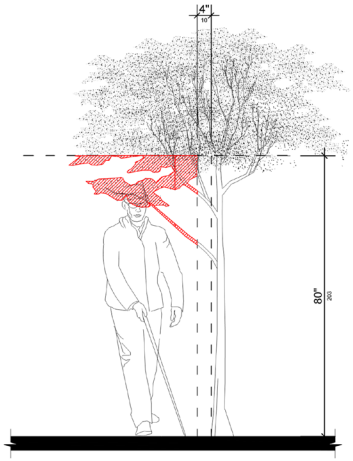
DISCUSSION
Sidewalks should be kept clean and clear of obstructions, including the sidewalk surface itself (such as heaving from tree roots) and on top of the surface (such as brush and other debris). Per the City of Concord Municipal Code, maintenance of the sidewalk is the responsibility of any property 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.

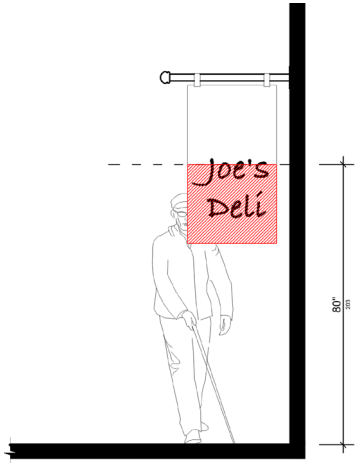
Additionally, the space above the sidewalk should be kept clear, for a minimum of 80 inches above the ground. Objects should not protrude more than four inches into this area above the sidewalk (except post-mounted objects). Examples of elements that should be kept clear of the walkway include: tree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



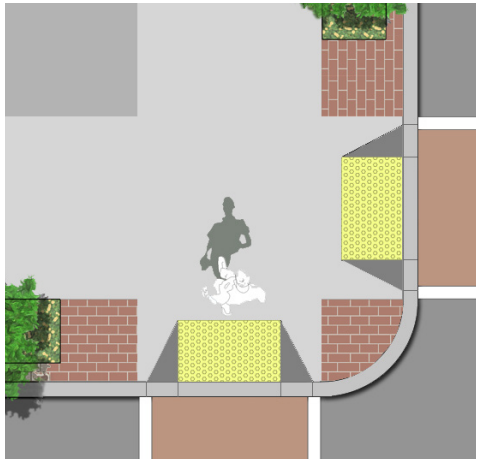
Basic vertical clearance dimensions



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
California Gas Tax	The state charges 39.5 cents per gallon of gasoline that is used by local jurisdictions for transportation-related projects and maintenance.	http://www.sco.ca.gov/Files-AUD/gas_tax_guidelines.pdf
California Infrastructure State Revolving Fund Loan Program	Street redesigns can expand or contract to fit the relevant function and location.	http://www.ibank.ca.gov/infrastructure_loans.htm
Caltrans Sustainable Transportation Planning Grant Program	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.	http://www.dot.ca.gov/hq/tpp/grants.html
Clean Water State Revolving Fund	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.	http://www.epa.gov/cwsrf
Impact fees from downtown development	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.	http://www.cityofconcord.org/page.asp?pid=5123
One Bay Area Grant (OBAG) Program Round 2	The call for projects for the second round of OBAG grants begins in Spring 2016 and continues through January 2017.	http://www.mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2
PeopleForBikes Community Grant Program	With a minimum 50% match, a range of bicycle and active transportation projects can receive funding for construction.	http://www.peopleforbikes.org/pages/community-grants
Transportation Development Act (TDA 3)	Article 3 provides funds to counties via metropolitan planning organizations to grant funds for bicycle and pedestrian facilities.	http://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/transit-21st-century/funding-sales-tax-and-0
Bicycle Voucher Program (Transportation Fund for Clean Air)	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.	http://www.baaqmd.gov/grant-funding/public-agencies/brvp
Urban Greening Grant Program	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.”	https://www.sgc.ca.gov/s_uggprogram.php

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Concord

Downtown Corridors Plan
Design Guidelines

REVISED - July 2016