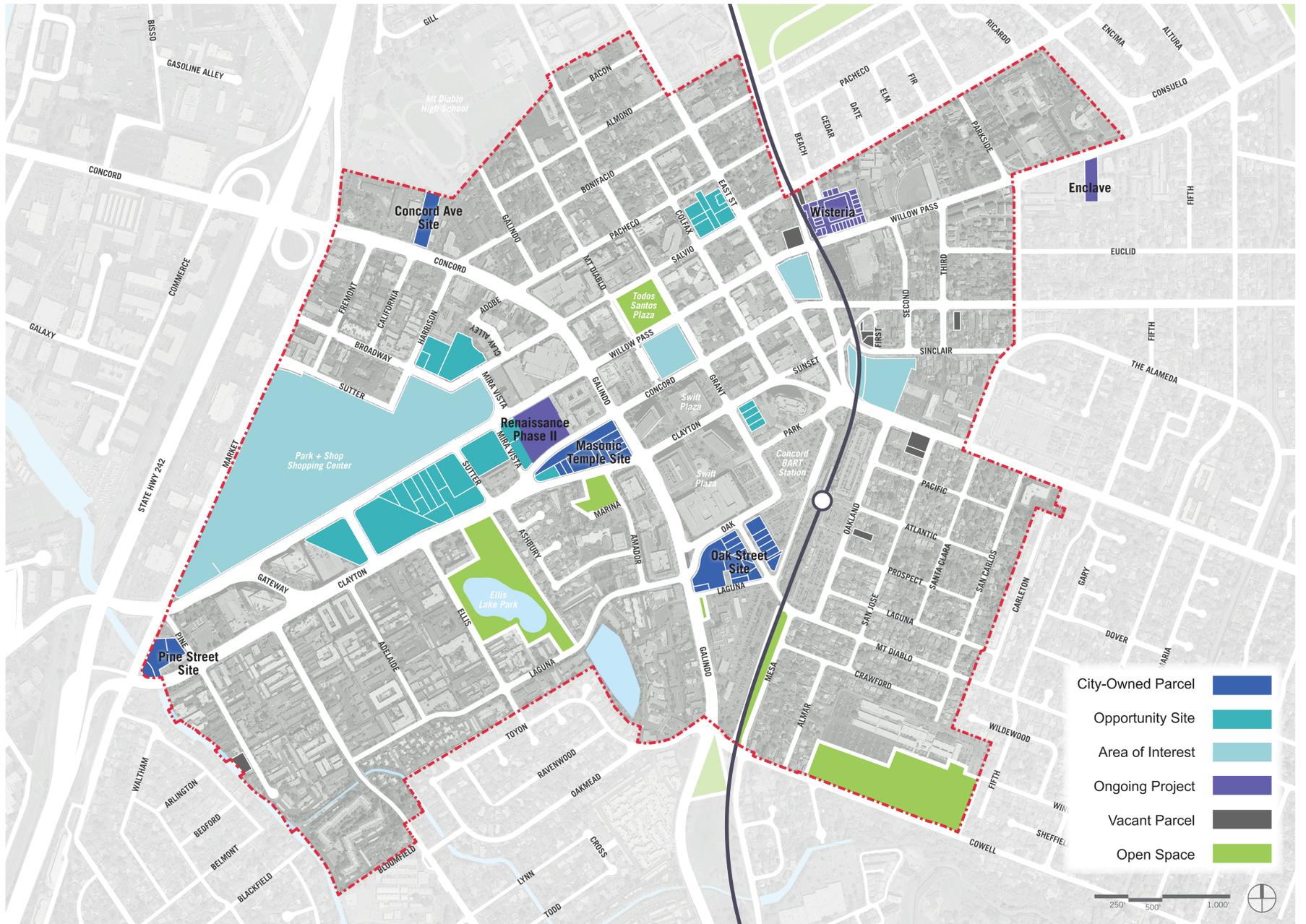
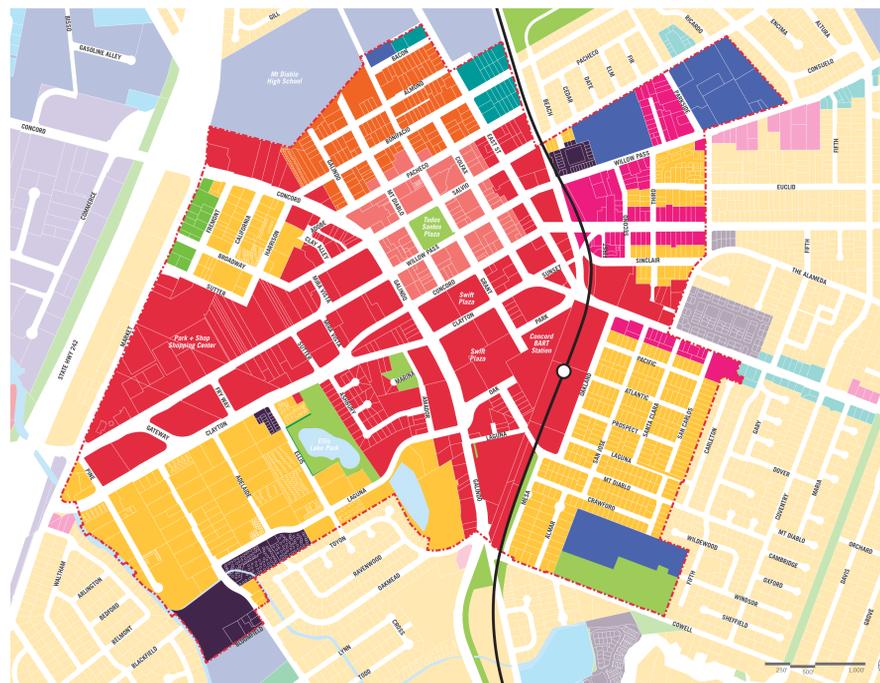


LAND USE

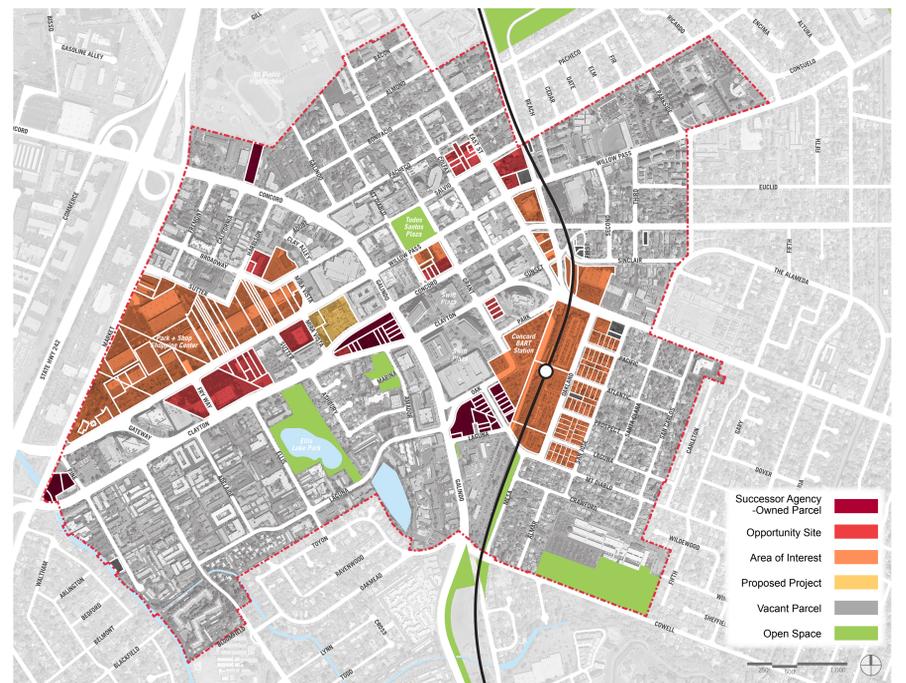
Existing Conditions



title



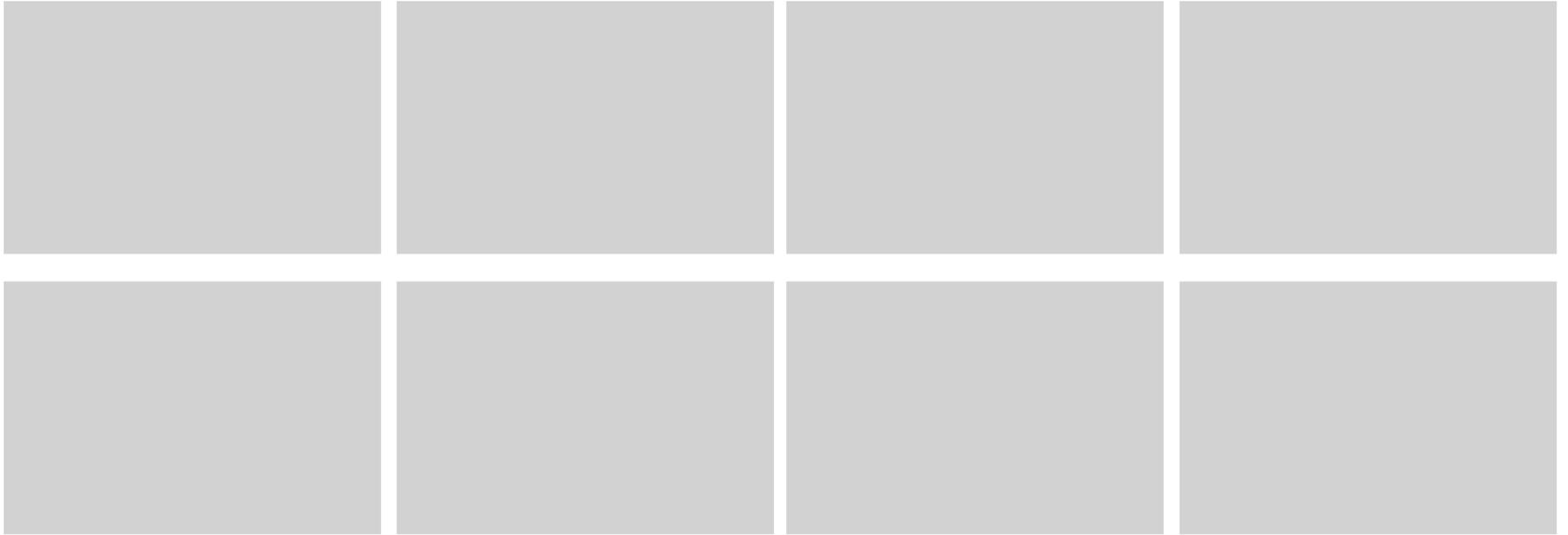
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title



Existing Conditions



Site Photos

Planning Constraints

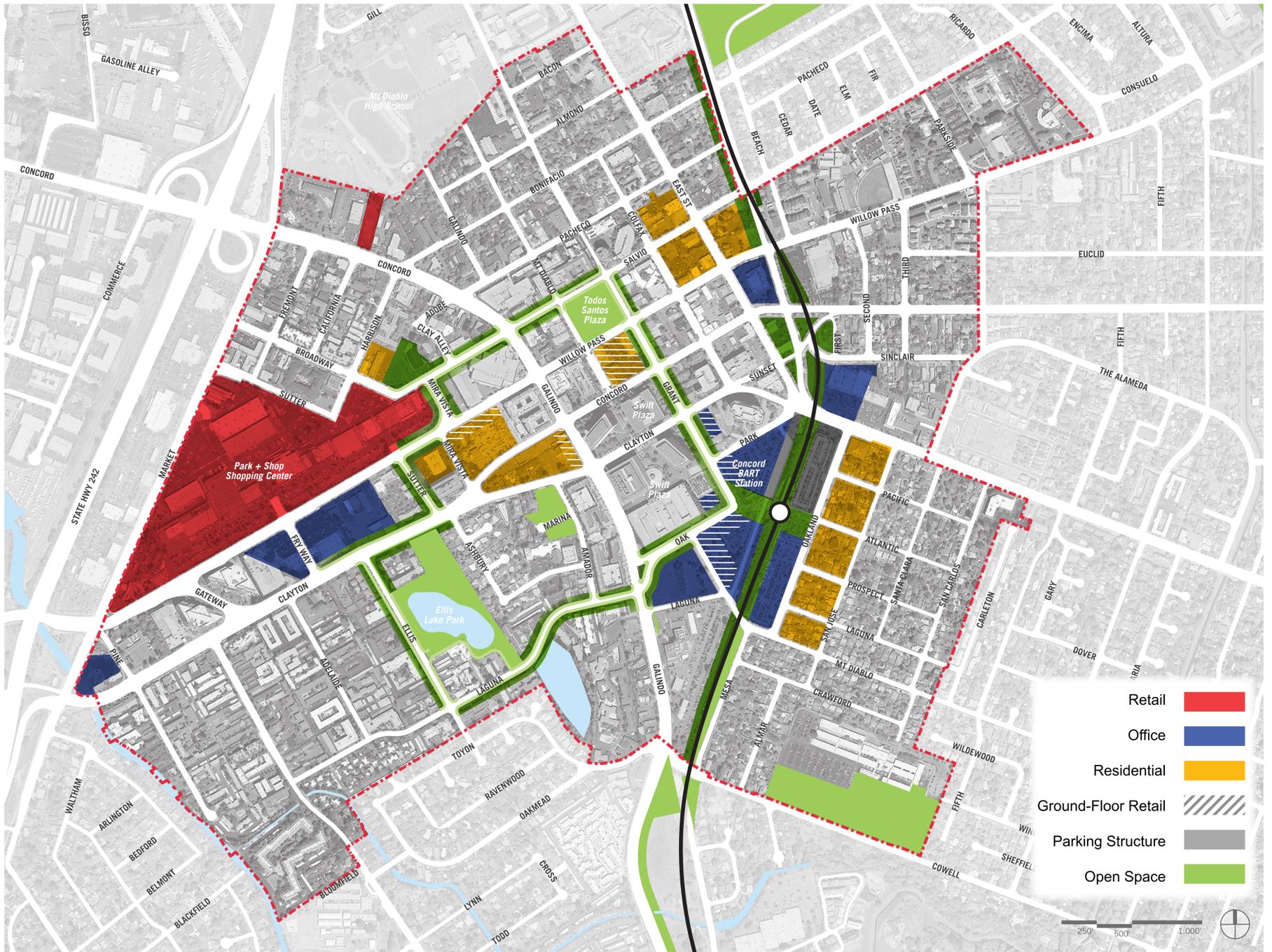
- BART parking barrier
- Reconsider one-way streets
- High volume traffic and truck routes
- Galindo Street - strong divider
- Land assemblies
- The Park and Shop - extensive barrier
- Ellis Lake Park has limited visual access
- Undefined and disconnected triangular blocks
- Inconsistent streetscape
- Narrow and inconsistent sidewalk design
- Limited bike network

Planning Opportunities

- Additional development around TSP
- Identifiable neighborhoods attract new resident
- BART access to the Downtown
- City-owned several opportunity sites
- Underutilized parcels
- New streetscape and bike pathways
- Gateway opportunities

LAND USE

Alternative 1: Work Focus



OPTION A	sqft	acres
RETAIL	1,573,818	36.1
OFFICE	1,146,868	26.3
RESIDENTIAL	1,148,360	26.4
GROUND-FLOOR RETAIL	241,287	5.5
PARKING STRUCTURE	161,392	3.7
OPEN SPACE	742,170	17.0
TOTAL	5,013,895	115.1

Residential

- 50-60 units per acre is currently under development
- 2.0 spaces per unit
- Zoning code allows 33-100 DUAC
- There appear to be few choices for mid-sized housing types (1,200-1,500 square feet)
- The current market is demanding apartment units averaging 900-1,100 square feet

Office:

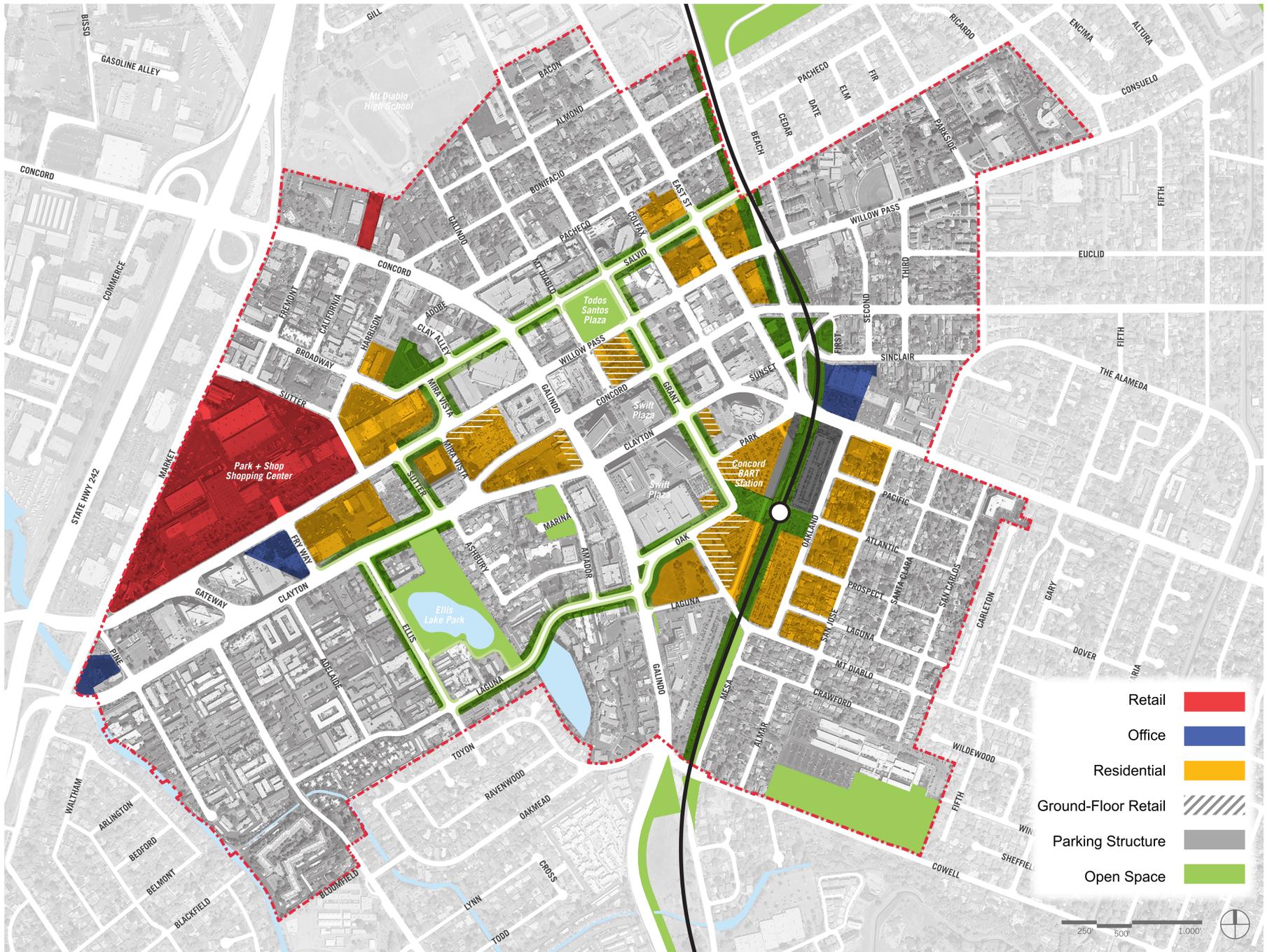
- FAR ~1.5

Retail

- Assume retail frontage for new buildings only if the new buildings front on a street with an existing concentration of retail, e.g., Grant Street or Willow Pass Road
- Retail should respond to the spending of nearby households and workers

LAND USE

Alternative 2: Housing Focus



OPTION B	sqft	acres
RETAIL	1,299,098	29.8
OFFICE	243,598	5.6
RESIDENTIAL	2,326,353	53.4
GROUND-FLOOR RETAIL	241,287	5.5
PARKING STRUCTURE	161,392	3.7
OPEN SPACE	742,170	17.0
TOTAL	5,013,898	115.1

Residential

- 50-60 units per acre is currently under development
- 2.0 spaces per unit
- Zoning code allows 33-100 DUAC
- There appear to be few choices for mid-sized housing types (1,200-1,500 square feet)
- The current market is demanding apartment units averaging 900-1,100 square feet

Office:

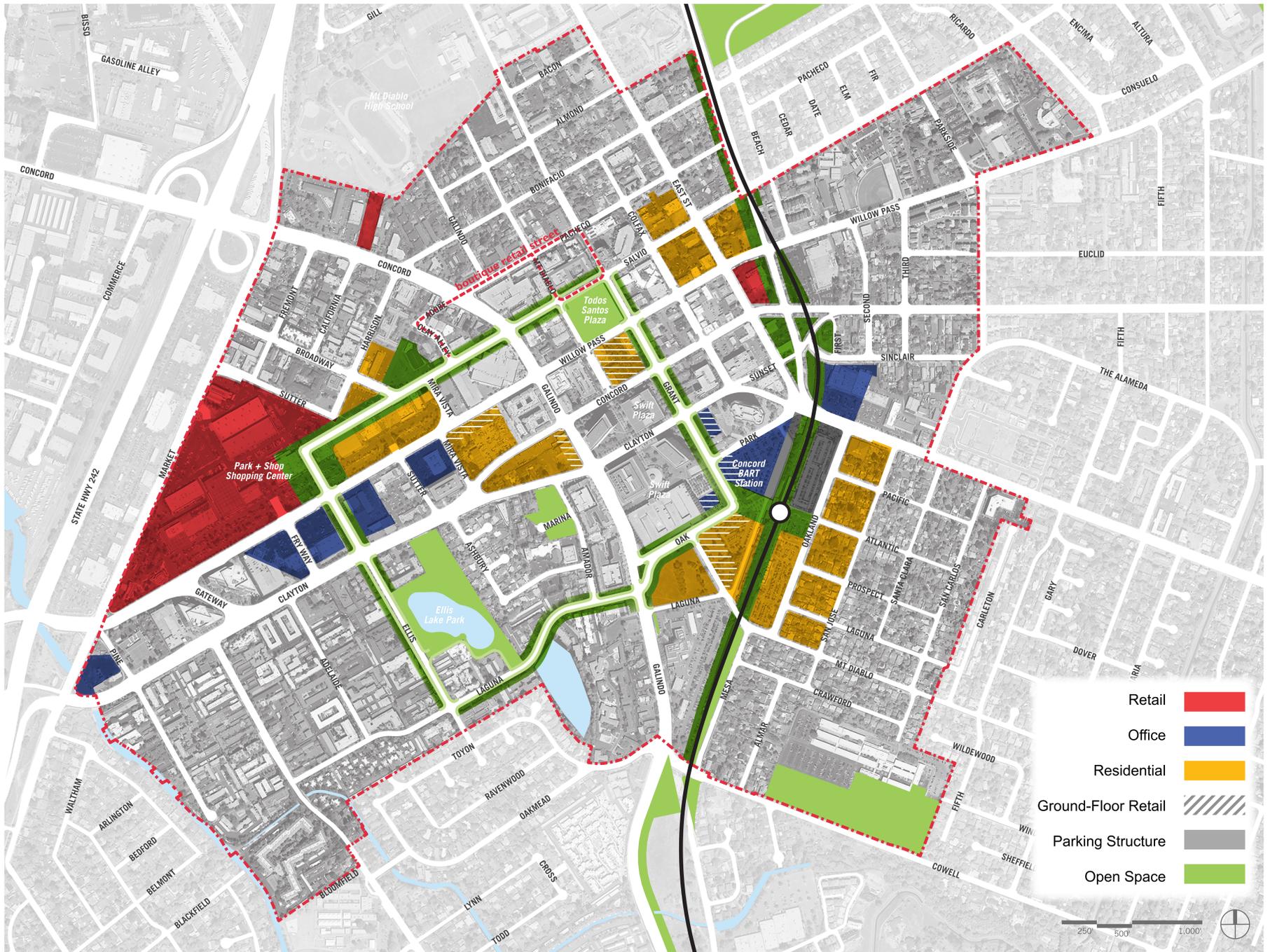
- FAR ~1.5

Retail

- Assume retail frontage for new buildings only if the new buildings front on a street with an existing concentration of retail, e.g., Grant Street or Willow Pass Road
- Retail should respond to the spending of nearby households and workers

LAND USE

Alternative 3: Work Housing Balance



OPTION C	sqft	acres
RETAIL	1,145,802	26.3
OFFICE	111,352	2.6
RESIDENTIAL	1,821,584	41.8
GROUND-FLOOR RETAIL	241,287	5.5
PARKING STRUCTURE	161,392	3.7
OPEN SPACE	871,816	20.0
TOTAL	4,353,233	99.9

Residential

- 50-60 units per acre is currently under development
- 2.0 spaces per unit
- Zoning code allows 33-100 DUAC
- There appear to be few choices for mid-sized housing types (1,200-1,500 square feet)
- The current market is demanding apartment units averaging 900-1,100 square feet

Office:

- FAR ~1.5

Retail

- Assume retail frontage for new buildings only if the new buildings front on a street with an existing concentration of retail, e.g., Grant Street or Willow Pass Road
- Retail should respond to the spending of nearby households and workers

Record Your Thoughts ...

1. Jobs vs Housing?

2. Are there other opportunity sites?

3. Are there other programmatic considerations?

4. Other comments on presented alternatives?

ECONOMICS



Economic+ Land Use Strategies

Office Research

- One building vacant and another half vacant at Swift Plaza
- Swift Plaza owners positive about leasing
- Single-user sought for the vacant building; have had interest in whole building
- Other vacancies leased as full floors successfully
- Office tenants looking for economic, BART location
- Potential tenants view Grant St. as unsafe and unpleasant
- Abundant parking in Swift parking garages

Park and Shop

- Longer-term opportunity due to easements and lease terms

Residential

- 'Lead with rooftops' strategy by zeroing in on residential infill

Economics and market research

- Existing market setting:
- BART access
- Favorable mix of uses
- Major employment concentration
- Older shopping center formats
- Stable residential neighborhoods

Vacant and underutilized parcels benefit from Downtown setting and BART access, two attributes investors are expected to continue to value in the future.

Retail environment (e.g. not IKEA!)

- Central Contra Costa County trade area is highly competitive
- Limited potential for additional regional retail
- Opportunities to reformat existing older shopping centers towards lifestyle retail or traditional Downtown models (i.e., Redwood City, Petaluma, Menlo Park, etc.)
- Successful future retail formats will complement rather than directly compete with existing regional centers (Willows Shopping Center and Sunvalley Mall) and superregional centers (downtown San Francisco, Broadway Plaza, Stanford Shopping Center)

Projected development

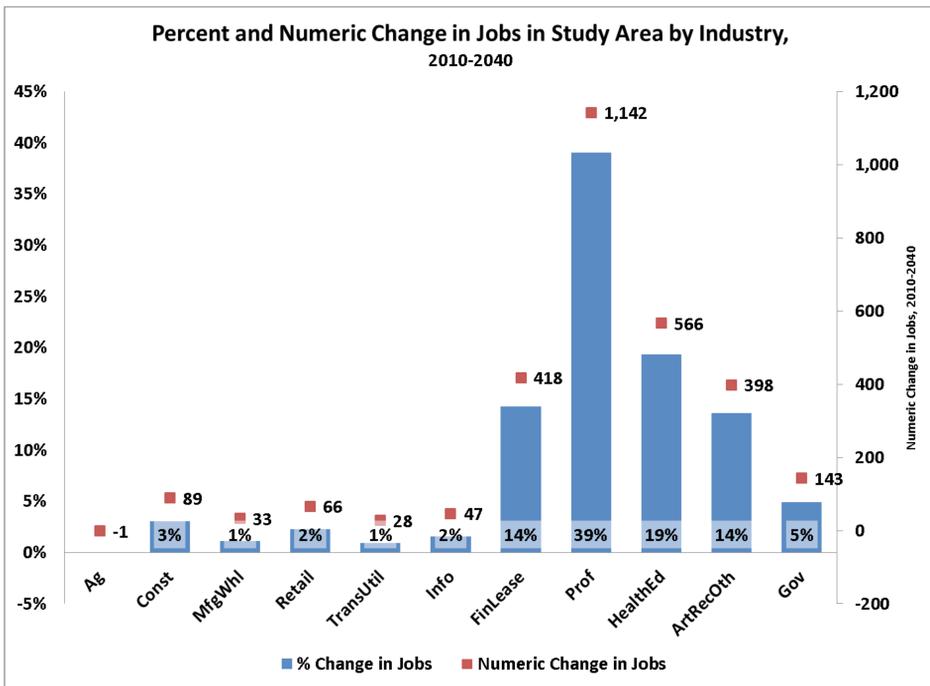
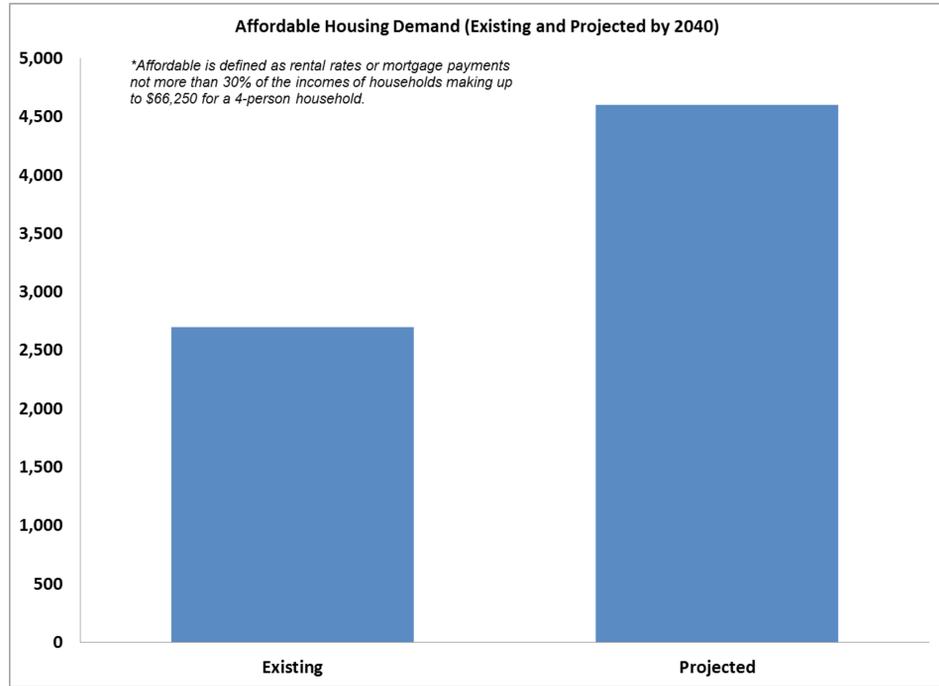
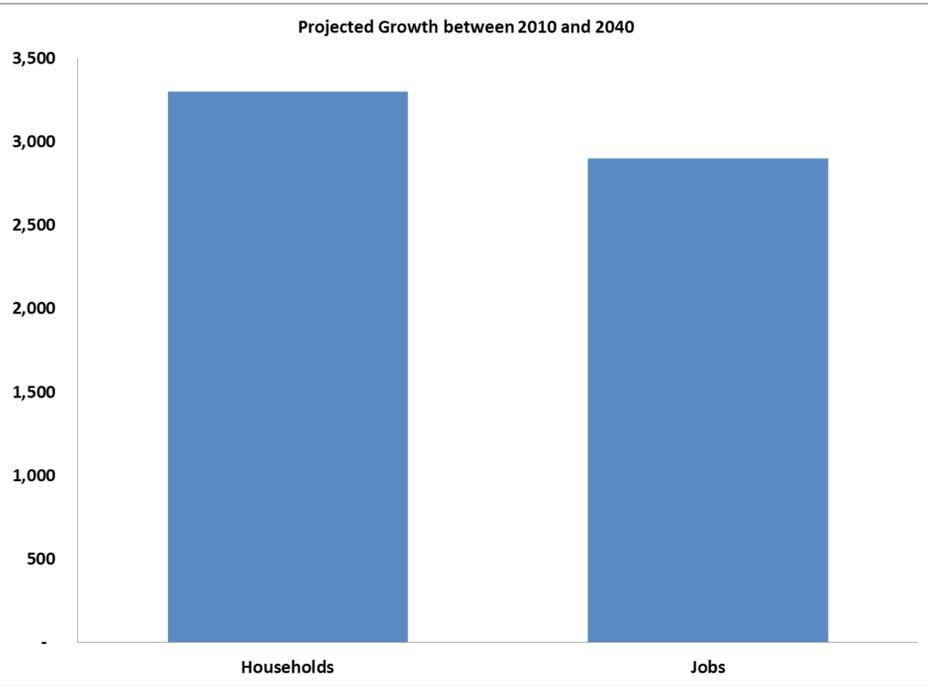
Employment uses

Downtown Concord will continue to be an employment center. Office expansion will require absorption of existing space in office complexes and strong economic growth.

Residential uses

Complement existing single-family homes, low-rise apartments and high-rise senior units with other prototypes like townhomes, stacked townhomes, apartments, live-work units, and condominiums.

ECONOMICS



Policy recommendations

- Incentives
- Targets
- Land use
- Employment options
- Funding sources
- Need to protect and enhance existing neighborhoods
- Emphasis on built environment, multimodal circulation, open space to move the Downtown area towards high quality environment

ECONOMICS

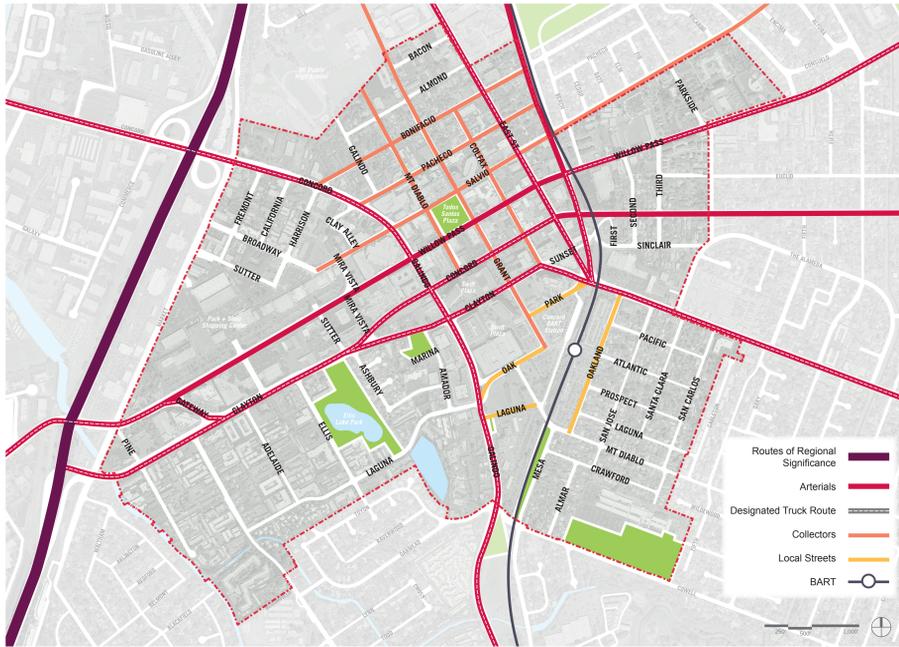


Record Your Thoughts ...

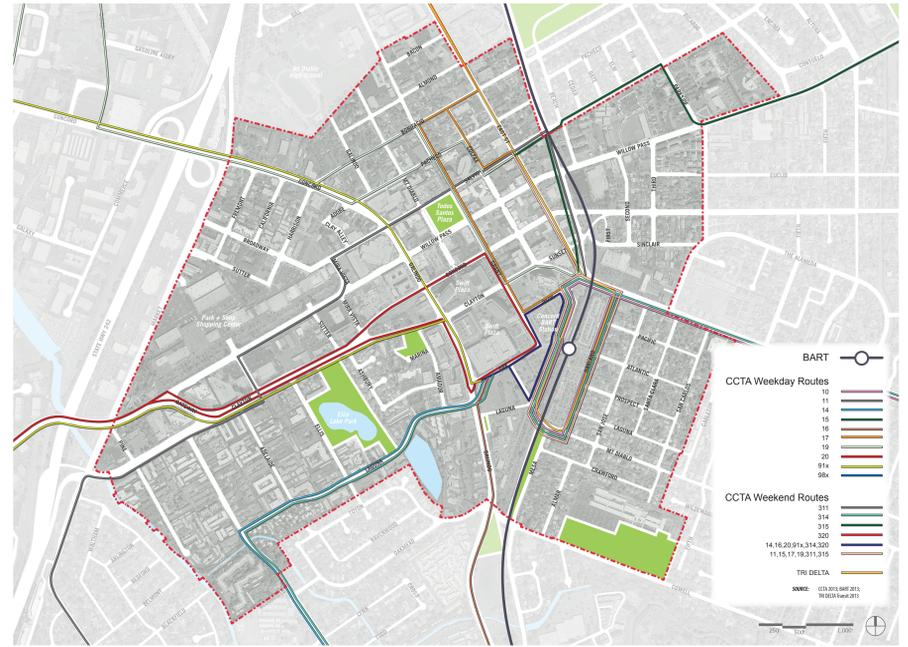
TRANSPORTATION



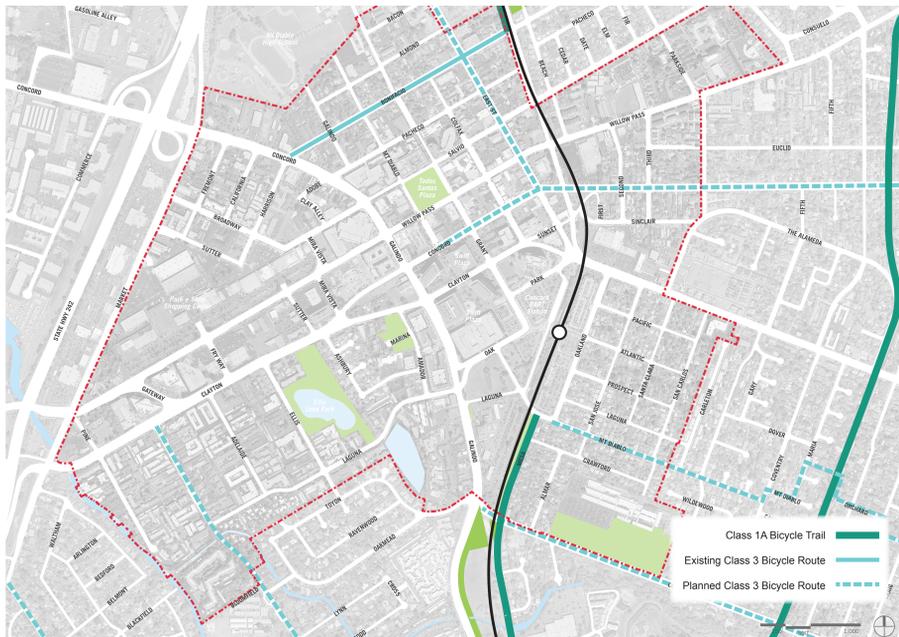
Existing Conditions



Existing Roadway Network



Existing Bus Network



Existing Bicycle Network



Traffic Collision Locations (2001-2010)

Table 4.2
BART 2008 STATION PROFILE STUDY – OVERALL MODE SHARE SUMMARY

Access Mode of Arrival to BART	Concord BART 2008 Station Profile Study	
	All Day Results	Concord BART 2008 Station Profile Study
Walk	473	11%
Bicycle	129	3%
Transit	301	7%
Drop Off, Carpool or Taxi	990	23%
Drive Alone	2,410	56%
Total Daily Arrivals	4,304	100%

Source: BART 2008 Station Profile Study



Galindo Street looking North



BART Parking Lot and bus dropoff

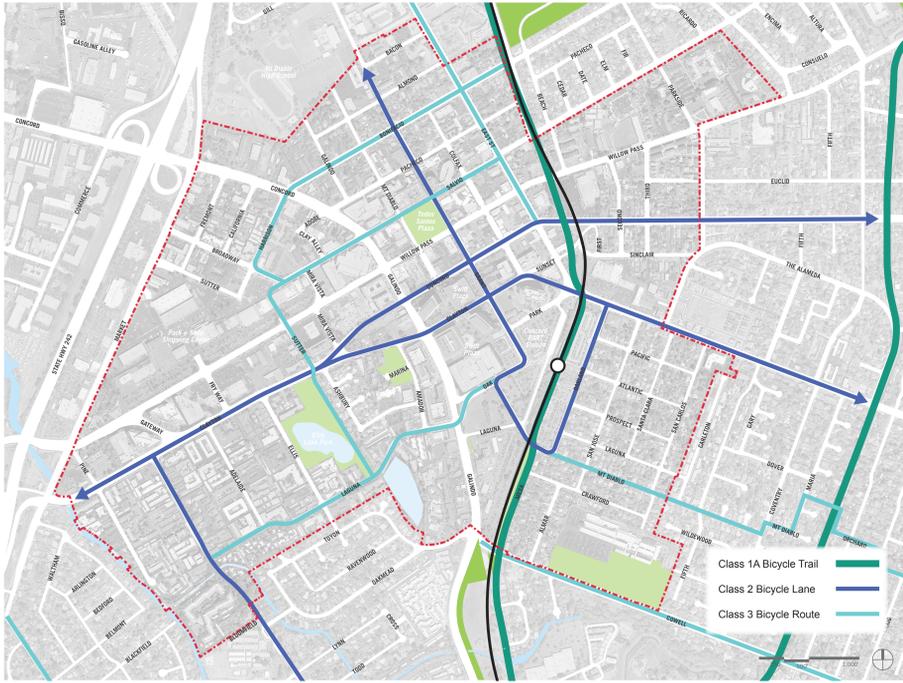
TRANSPORTATION



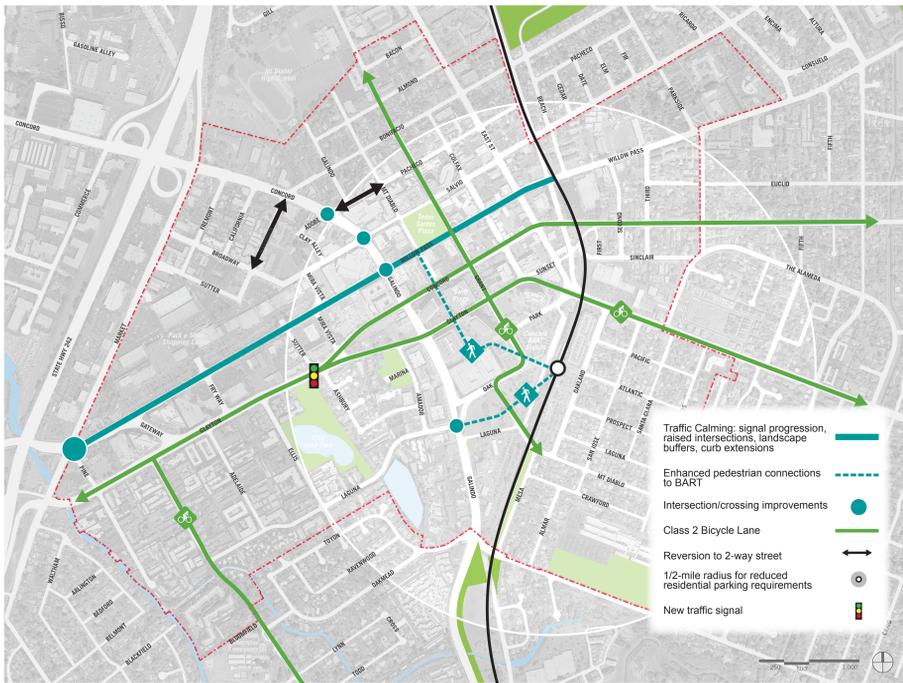
Potential Transportation Improvements

Increased street connectivity
 Conversion of one-way to two-way streets
 Road diet(s)
 Traffic calming
 Sidewalk enhancements
 Bicycle network and facility enhancements
 Intersection crossing enhancements
 Local circulator shuttles

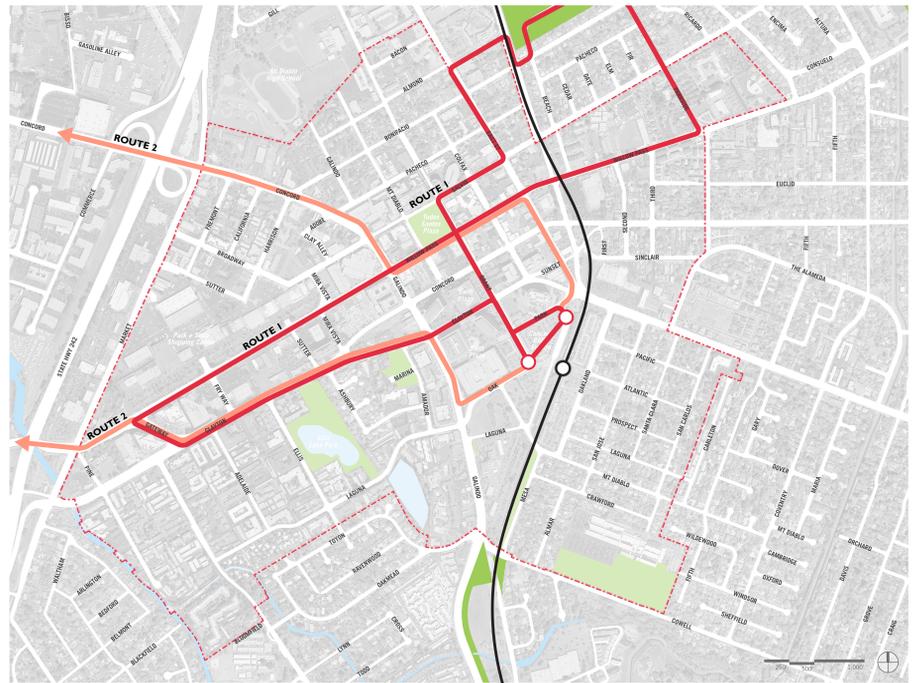
Improved way-finding and signage
 Real-time transit information
 Car-sharing
 Bike-sharing
 Parking management
 Reduced residential parking standards within 1/2 - mile of BART



Proposed Bicycle Network



XXX



Proposed Shuttle Route

Parking in Downtown Concord



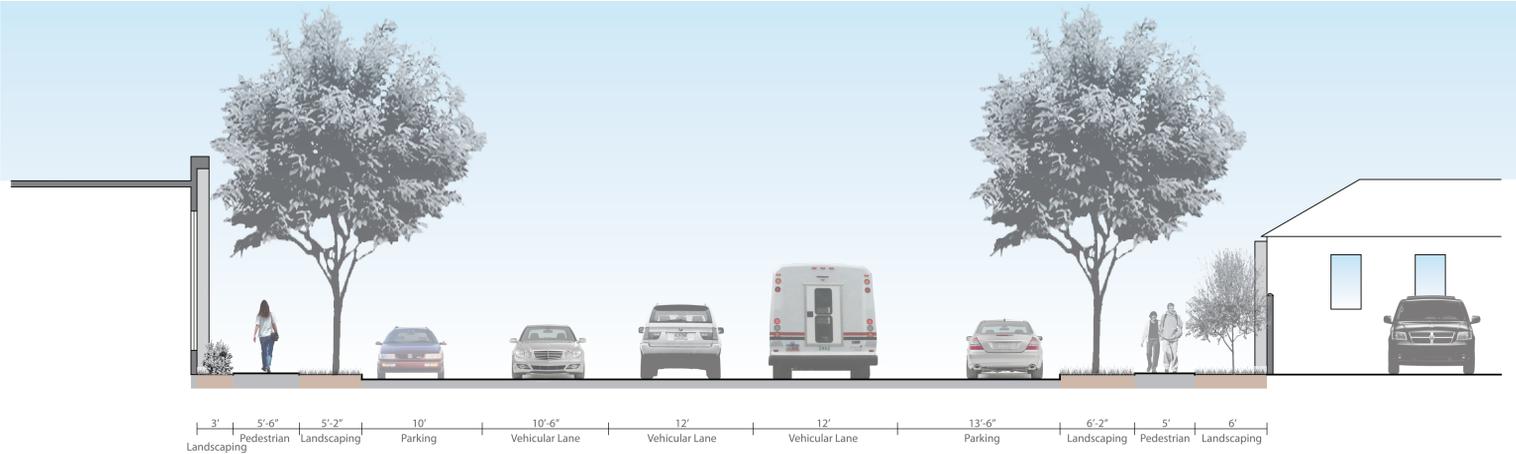
Parking Supply in Downtown Concord

	Parking Area	Number of Space
Public	Core Streets	319
	Garages 1 & 2	858
	Subtotal	1,469
Private	Customer/Employee Parking Lots (near TodosSantos Plaza)	193
	Brenden Theater Garage	287
	Bank of America Branch Garage	200
	Bank of America Tech Center Garage	2,600
	One Concord Center	150
	Subtotal	3,430
	TOTAL	4,899

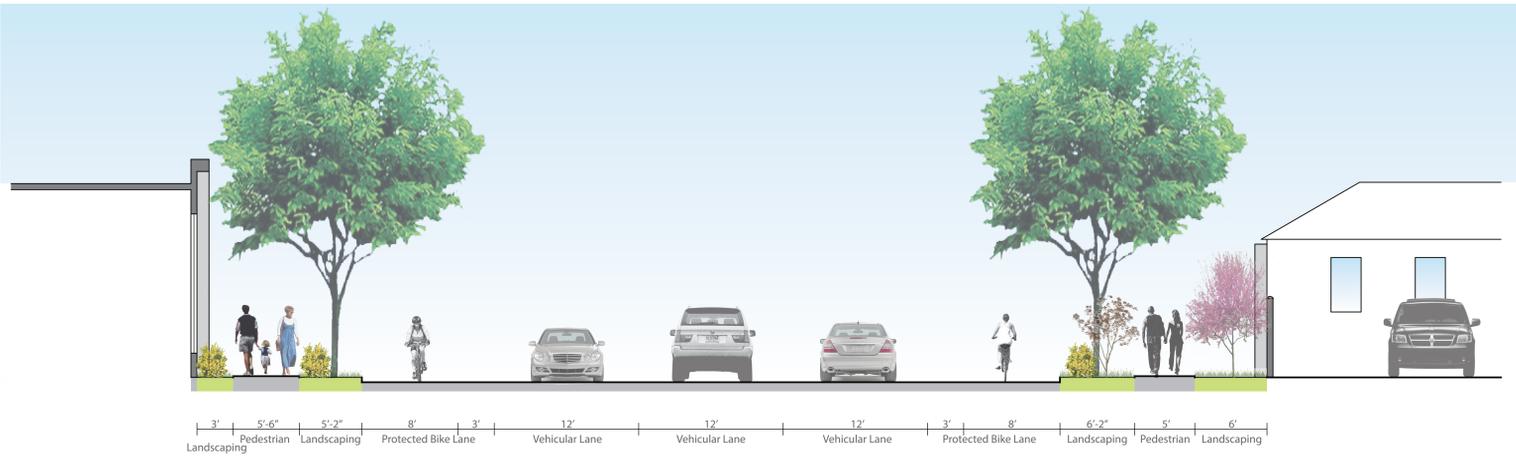
TRANSPORTATION



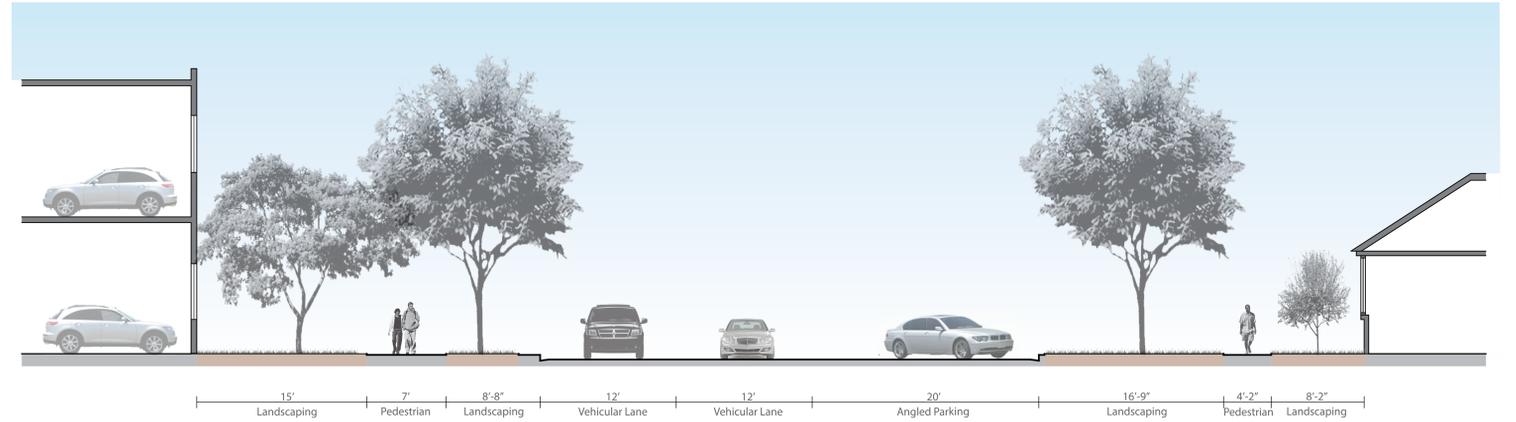
Grant Street (existing)



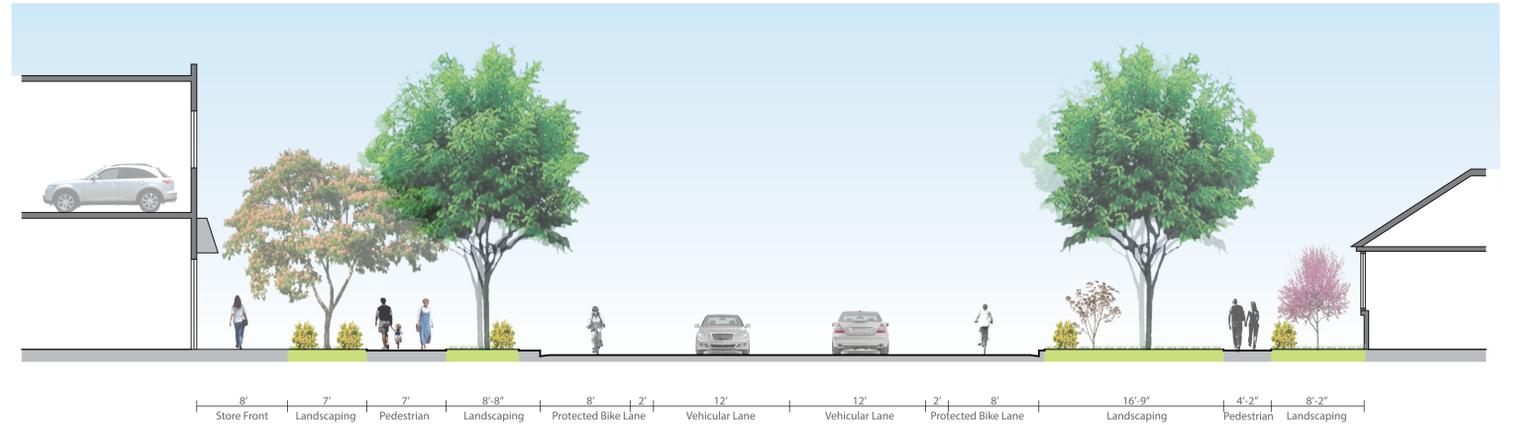
Grant Street (future)



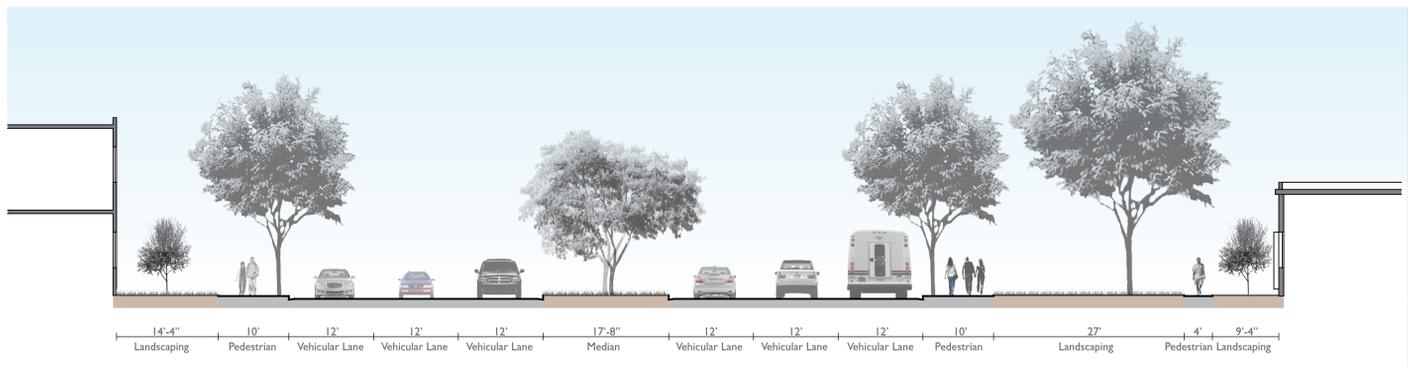
Pacheco Street (existing)



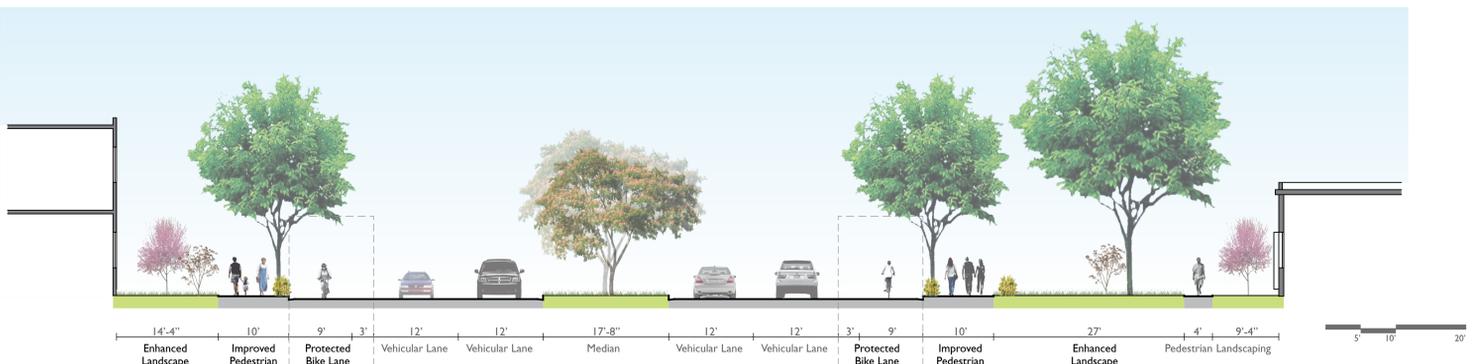
Pacheco Street (future)



Clayton Street (existing)



Clayton Street (future)





Record Your Thoughts ...

1. Are Clayton & Grant Streets the best opportunities for 'road diets'?
2. Where are locations/routes that are in need of wayfinding measures? And what would this system consist of?
3. What are the greatest parking challenges and opportunities in Downtown Concord?