



**DOWNTOWN
CONCORD**

SPECIFIC PLAN

Timeline

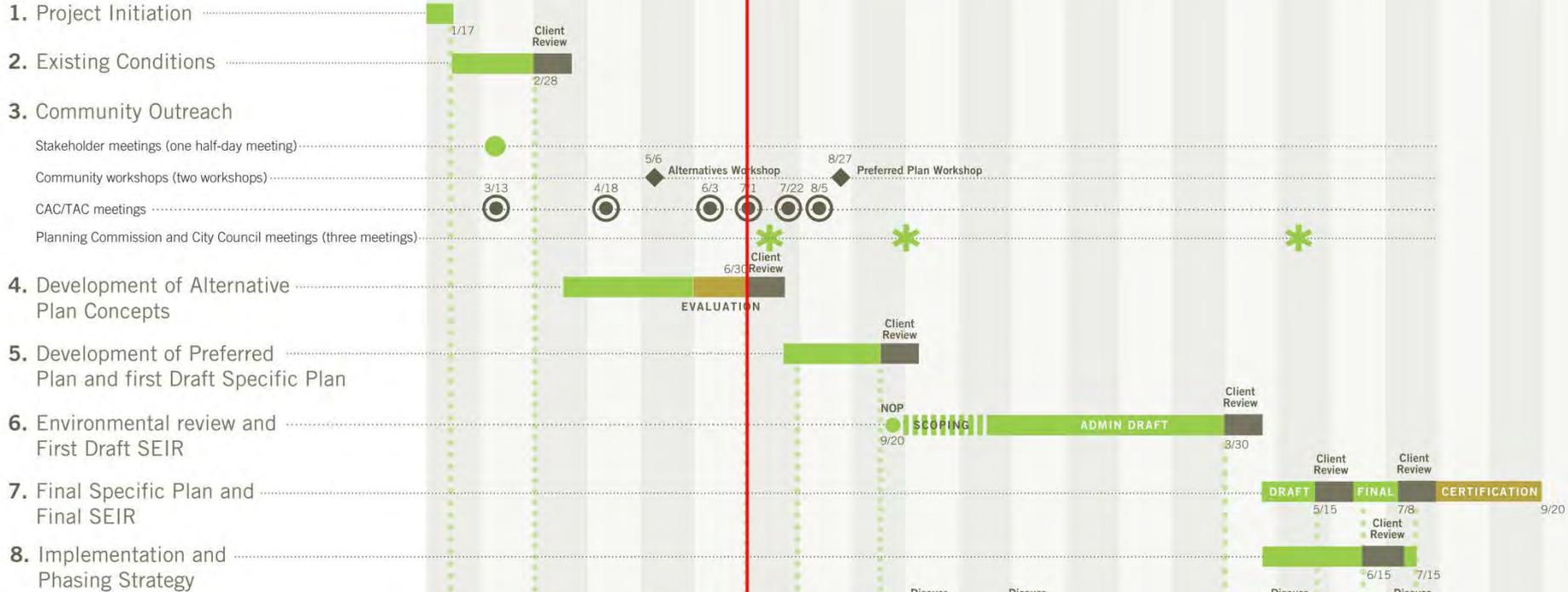
21-month process

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

Schedule and Agendas

- July 1st – DSC #4 Review and discussion of Alternatives
- July 22nd – DSC #5 Evaluation of Alternatives
- August 5th – DSC #6 Preview and discussion of Preferred Plan
- August 27th – Workshop #2 Preferred Plan

PROJECT TASKS



MEETINGS

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

DELIVERABLES



Feedback from DSC #3 – 3 June 2013

Policies

- Promote restaurants and retail on Grant Street to encourage walking
- Connect entire City by making Downtown a destination
- Promote Downtown as entertainment/conference district
- Identify unique specialty/anchor for Downtown*
- Promote more employment in Downtown
- Disperse housing with entertainment and retail for more interaction
- Do what is best for Concord.
- Balance mix of housing types*
- Balance transportation modes
- Complete streetscape on Grant
- Create destination/focal point at BART
- Identify best purpose (bike, pedestrian, bus, auto) of each street
- Prioritize infrastructure repair and maintenance in Downtown.
- Promote healthy living/activity in Downtown.
- Integrate nature with plants/color
- Provide infrastructure in Downtown that lets it develop organically
- Reduce vehicle speeds to 25 mph for most streets
- Establish minimum lighting levels for pedestrian paths
- Promote Ellis Lake as a key amenity
- Establish tree selection and tree planting standards to create safer, well-maintained sidewalks.
- Promote “park once” concept for multi-destinations.
- Identify traffic volume threshold for pedestrian bridges.

Feedback from DSC #3 – 3 June 2013

- **Plans**

- Link Todos Santos Plaza (TSP) to BART along Grant Street
- Designate square footage area east of Oakland Street for higher density.
- Designate “Pedestrian” streets like Grant Street.

- **Rules**

- Wider sidewalks and attractive lights on Grant Street
- Light trees on Grant Street like TSP
- New buildings on Grant St. should incorporate Mission-style architecture
- Retail storefronts should provide carts to showcase their merchandise

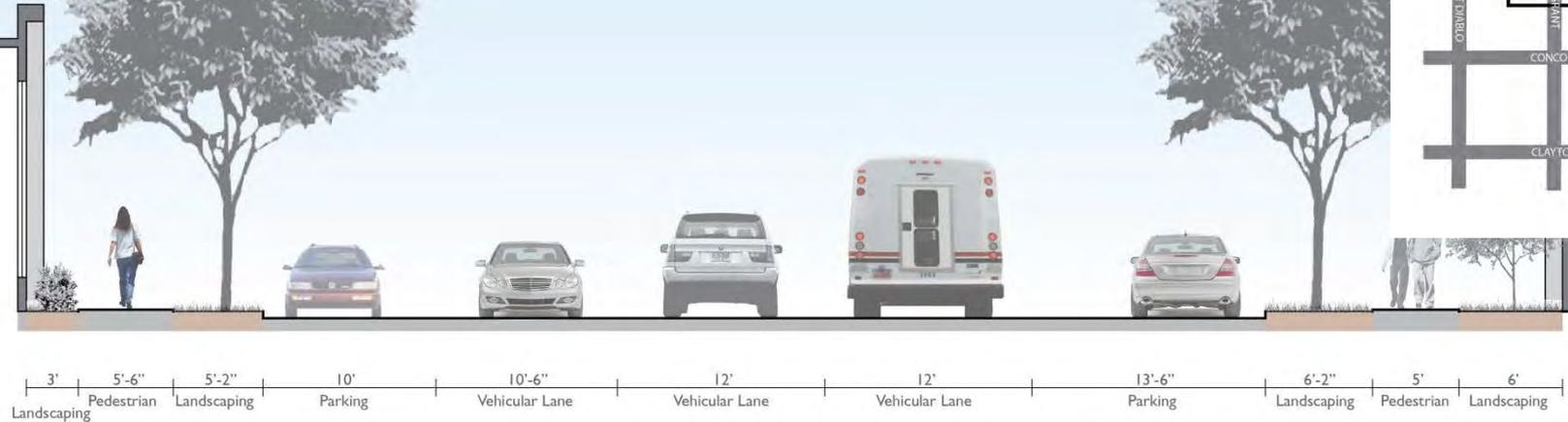
- **Actions**

- Public Works Dept. build arch over Grant Street at Clayton /Road
- Investigate feasibility of Downtown Conference facility/performance center
- Investigate incentives to attract more jobs
- Develop incentives for housing on upper stories with active street level uses.
- Analyze Grant St. as One-way in order to reduce lanes and widen sidewalks for outdoor dining.
- Repair tripping hazards in Downtown sidewalks
- Identify anchor restaurant*
- Research incentives to attract key business anchors
- Create marketing brochures to promote Downtown
- Identify & remove barriers on BART property as you head up Grant St. (busses, taxis, bike lockers, etc.)

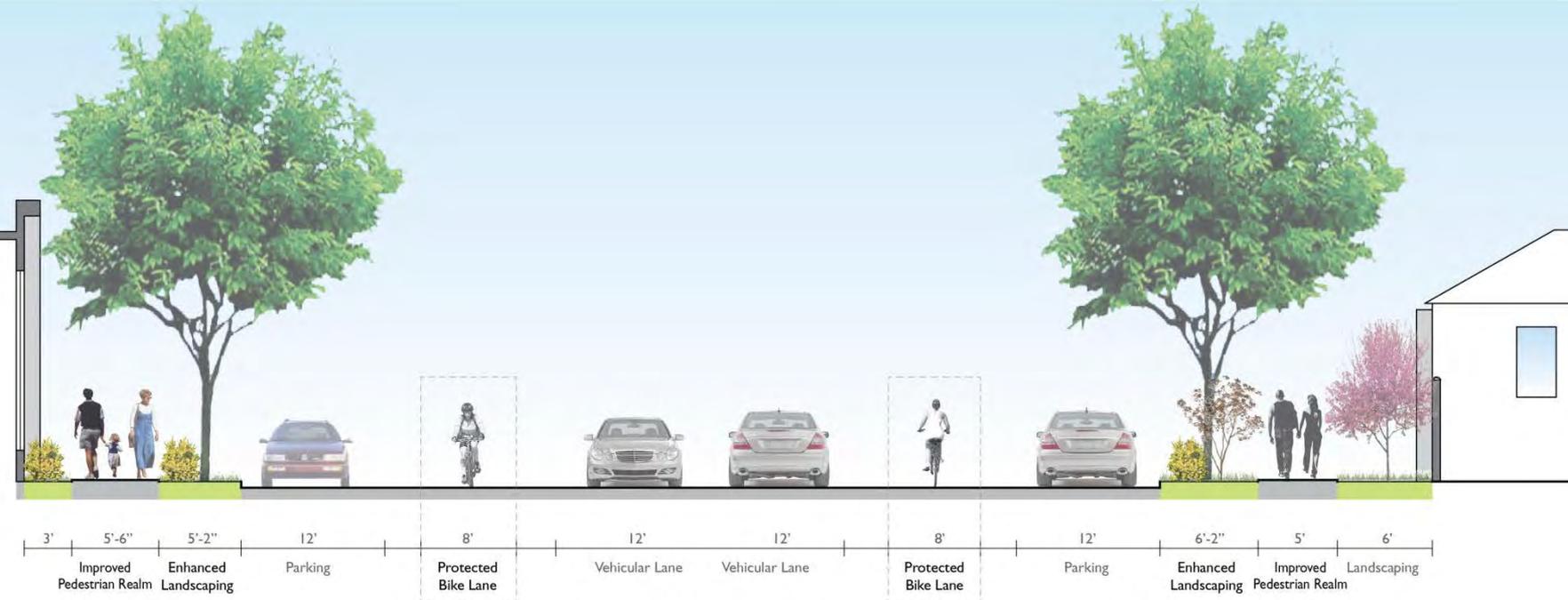


Streetscape

GRANT STREET – TYPICAL SECTION

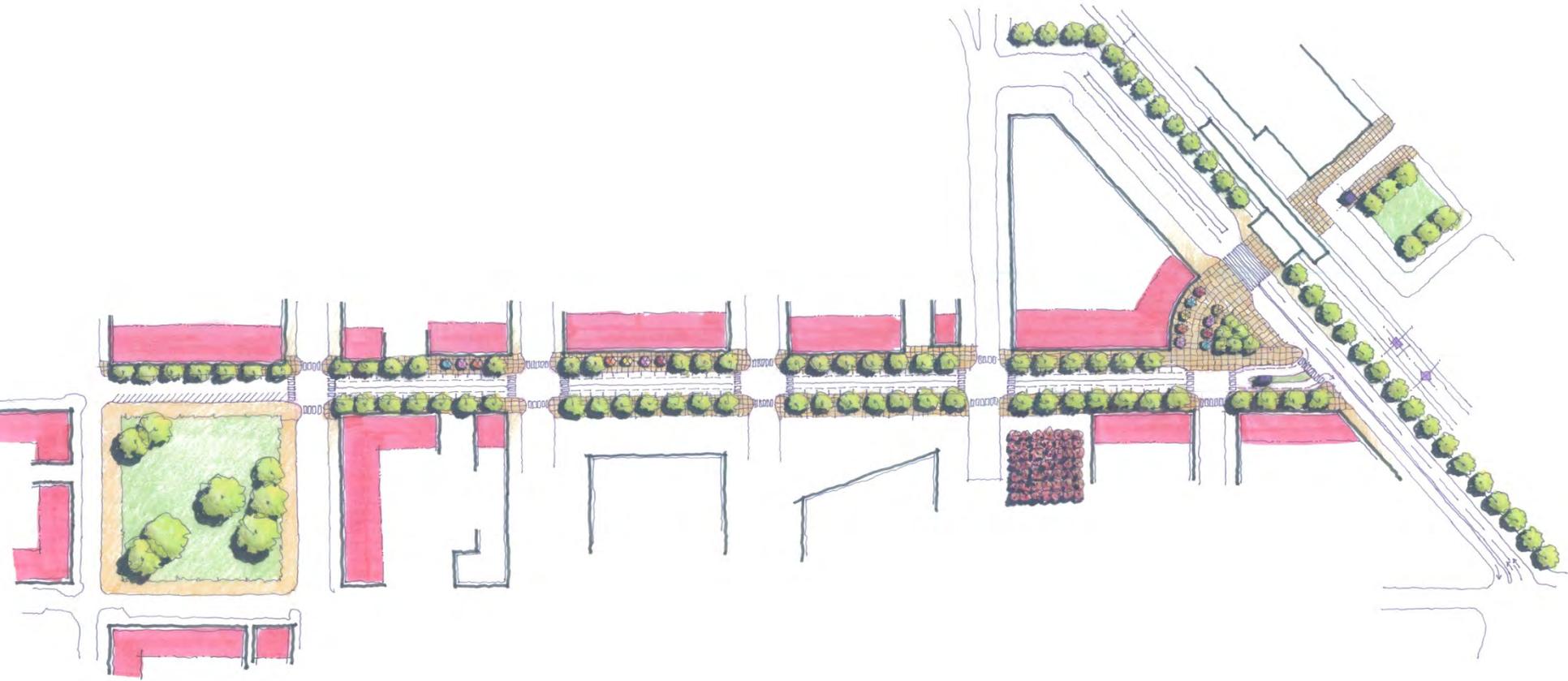


Grant St. Street Section Existing

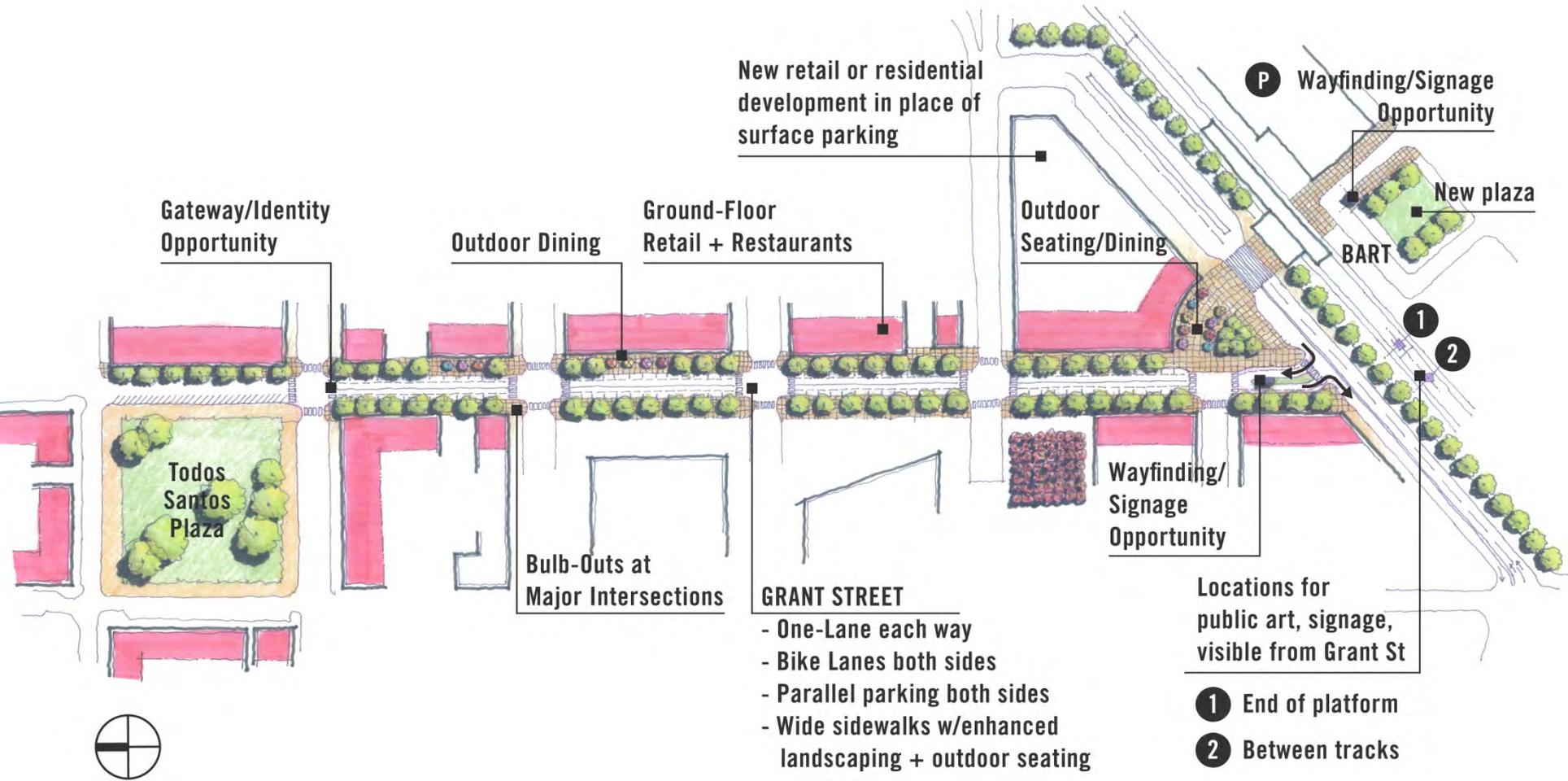


Grant St. Street Section Future

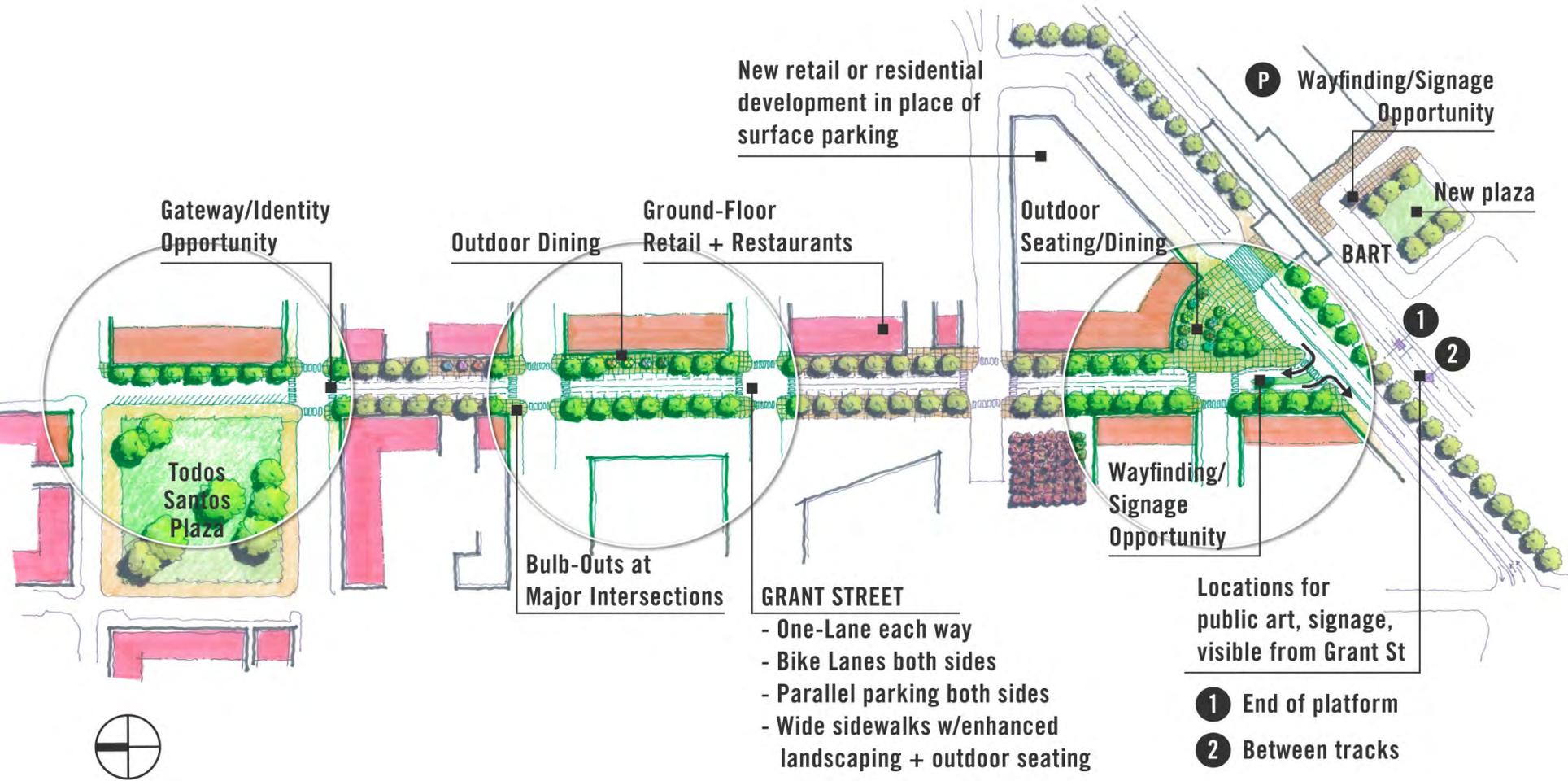
GRANT STREET - BART PLAZA



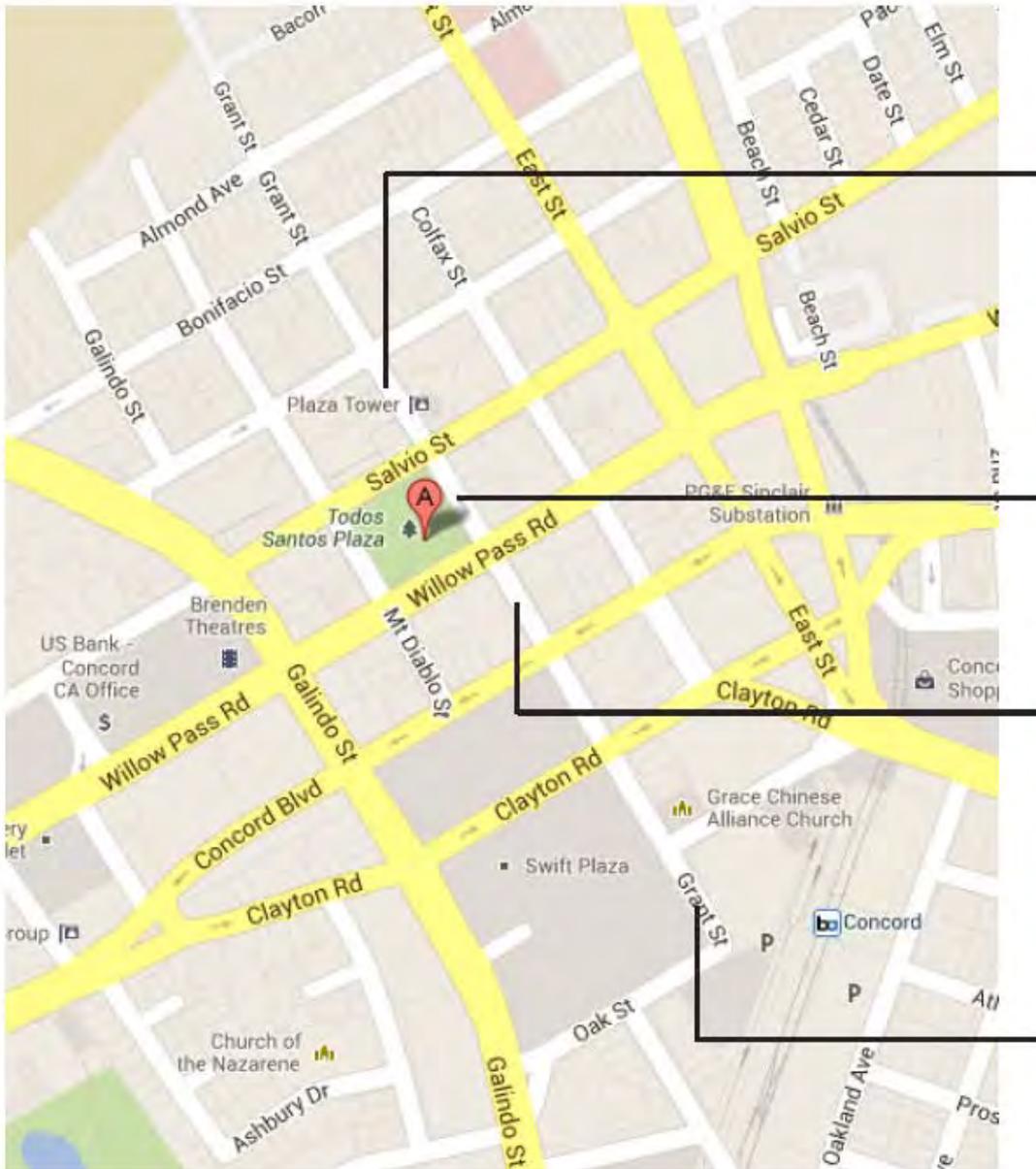
GRANT STREET - BART PLAZA



GRANT STREET - BART PLAZA: NODES



PARKING @ GRANT ST



Intersecting Pacheco, West Side



Intersecting Pacheco, East Side



Intersecting Salvia, West Side



Intersecting Salvia, East Side



Intersecting Willow Pass, West Side



Intersecting Willow Pass, East Side



TRAFFIC CALMING



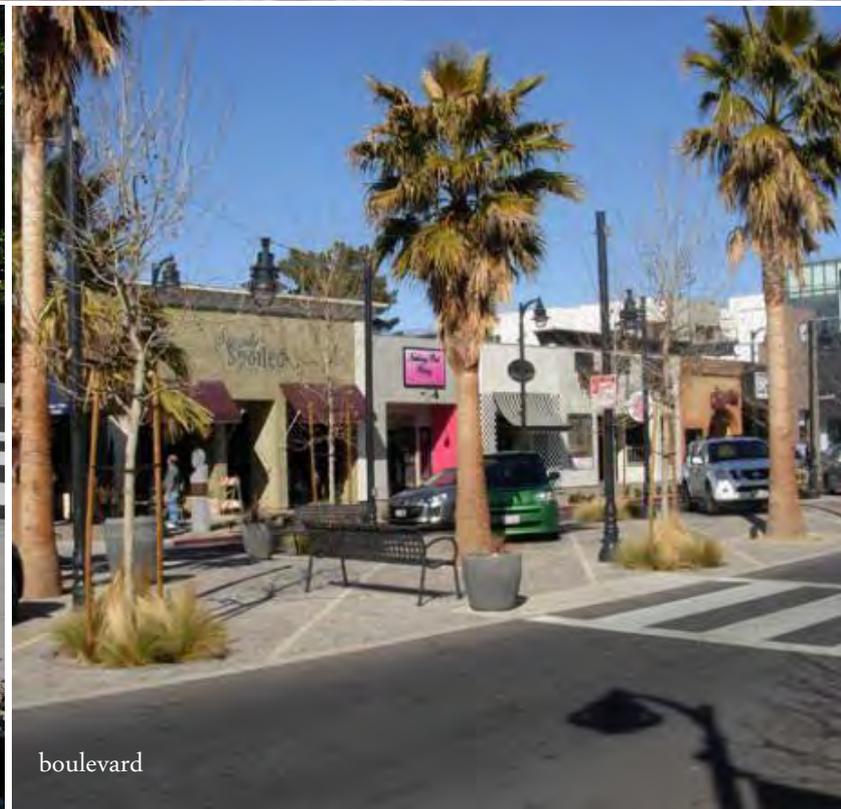
medians



curb bulb-out



marked crossing



boulevard

ENHANCED STREET CROSSINGS



LED crossing



paving treatment / 4-way crosswalk



paint treatment

LIGHTING



tree guard lighting



lighting combined with signage



lighted seating areas



solar streetlamps

SAFE BICYCLE LANES



GROUND-FLOOR RETAIL



Pasadena Old Town



Sacramento transparent retail facade



4th St, Berkeley



Pasadena Old Town

GATEWAYS + IDENTITY



WAYFINDING - SIGNAGE



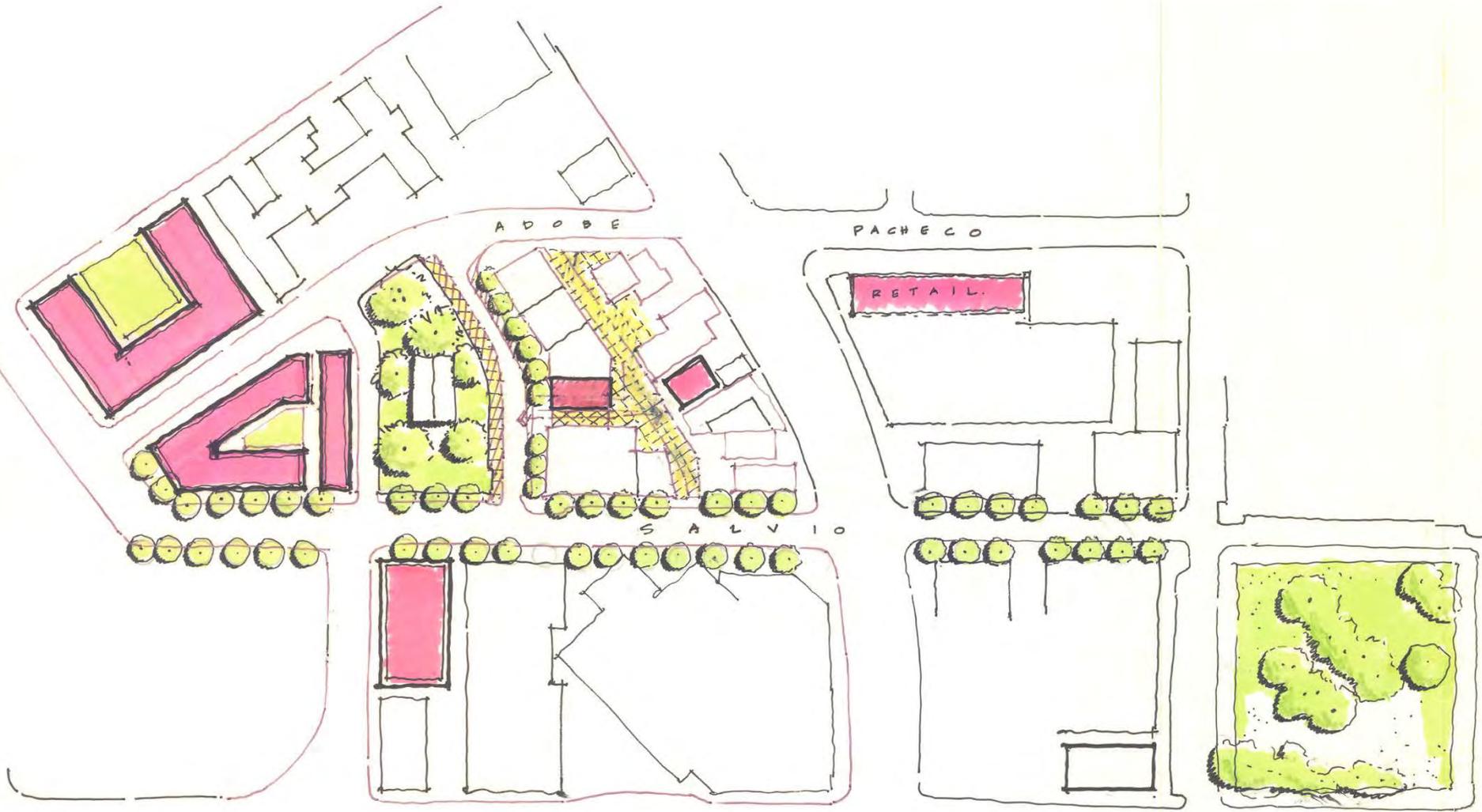
OUTDOOR SEATING



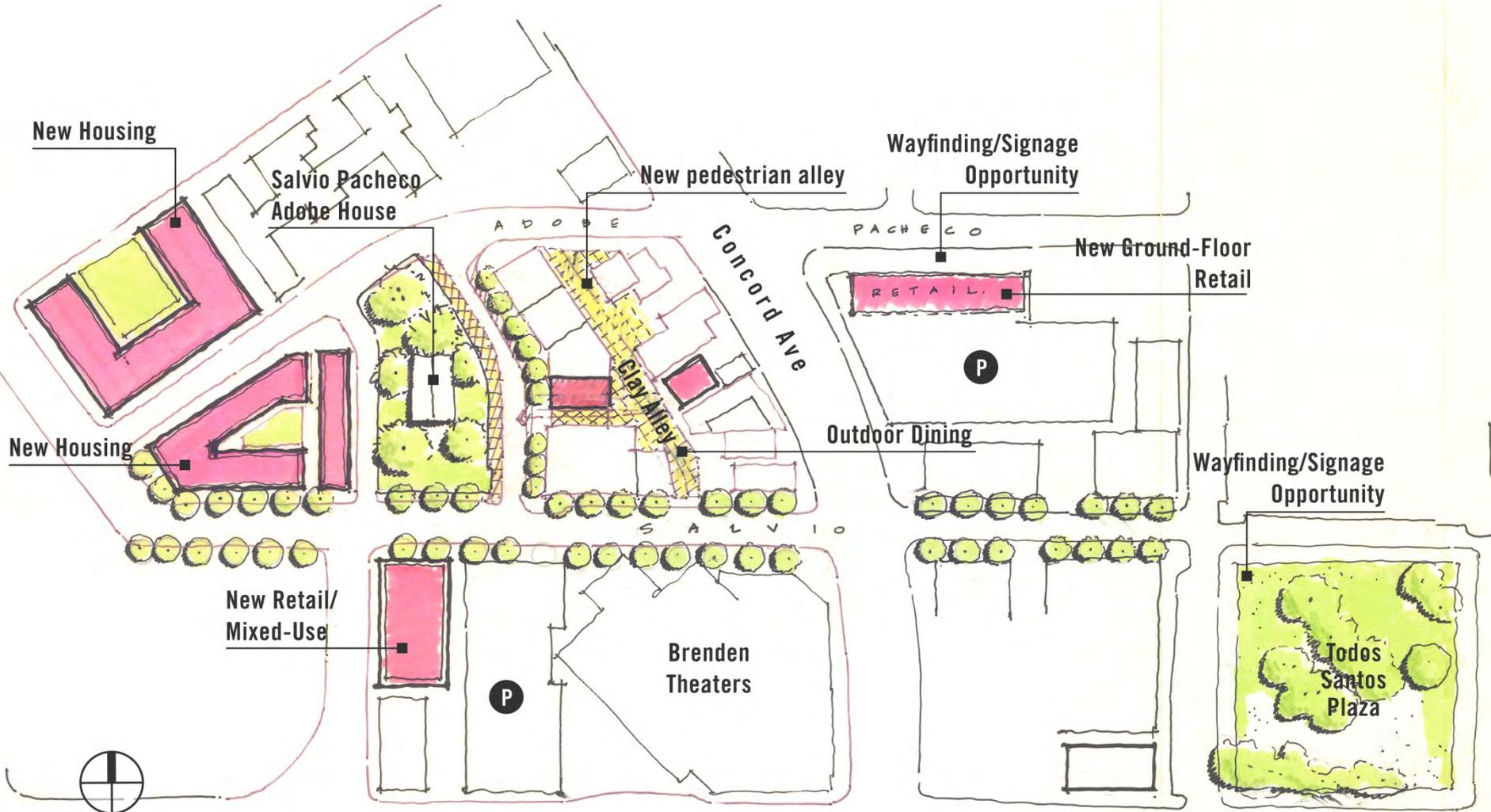
TREES + PLANTING



PACHECO STREET - CLAY ALLEY



PACHECO STREET – CLAY ALLEY





ALLEYS + PASEOS



residential alley



mixed-use alley



boutique retail alley

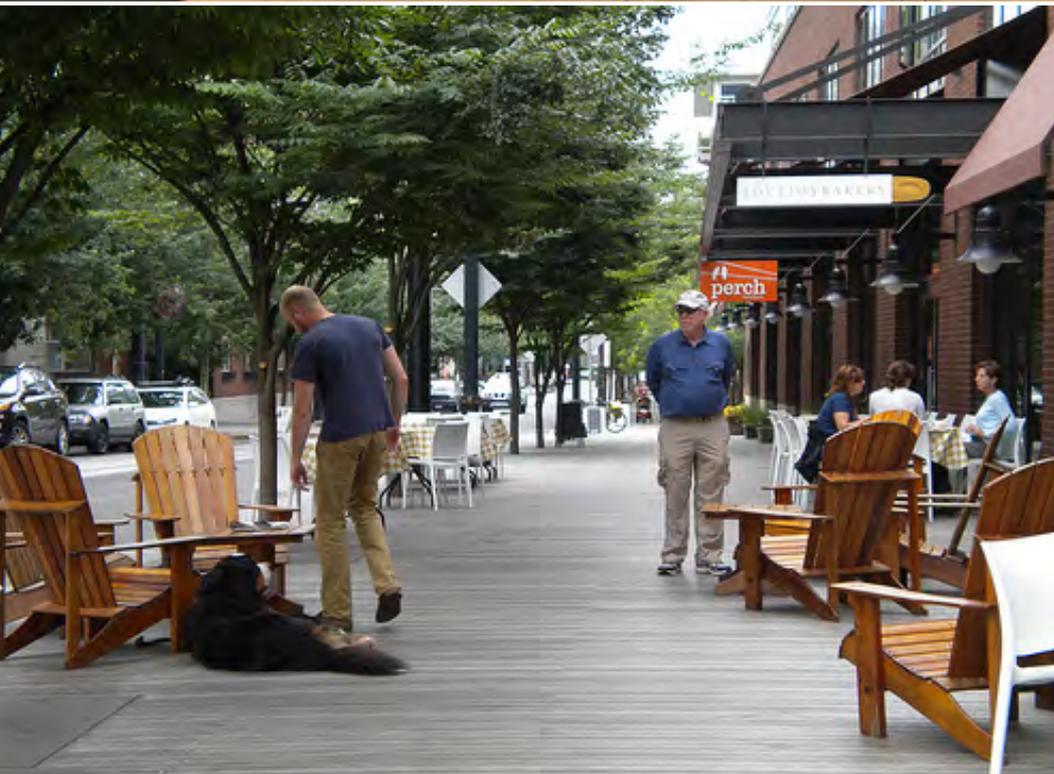


residential alley

PUBLIC PLAZAS



WIDE SIDEWALKS



OUTDOOR DINING

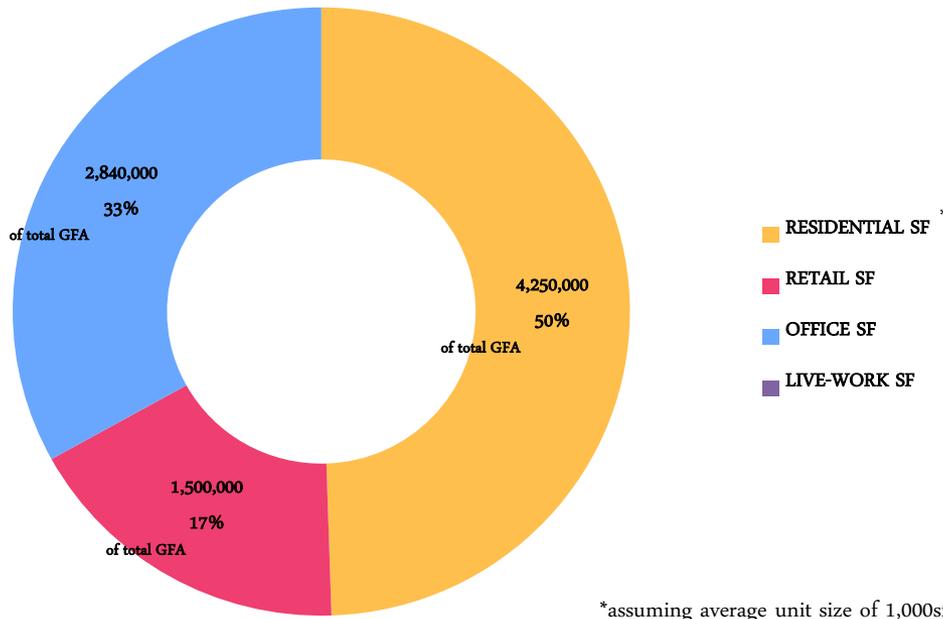




Development Alternatives

EXISTING DEVELOPMENT AREAS

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

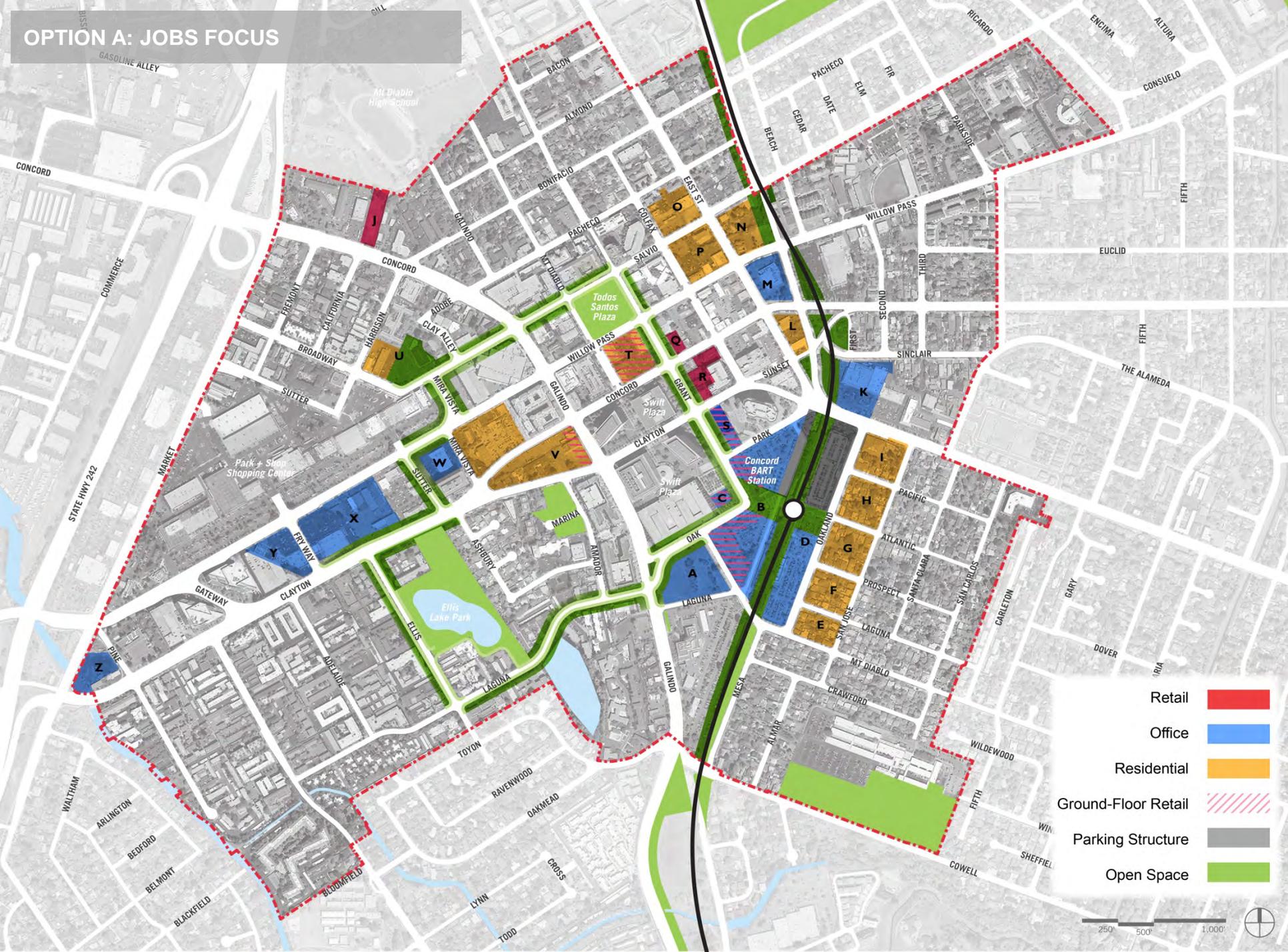


OFFICE AREA	TOTAL (SF)	VACANT %
Class A	2,200,000	20%
Class B	400,000	10%
Class C	240,000	4%
Total Office in PDA	2,840,000	17%

RETAIL AREA	TOTAL (SF)
Park + Shop	458,000
All Other	1,042,000
Total Retail in PDA	1,500,000

HOUSING UNITS	ESTIMATED OCCUPIED UNITS	PERSONS/ UNIT	ESTIMATED POPULATION
4,250 units	4,123	2.6	10,700 residents

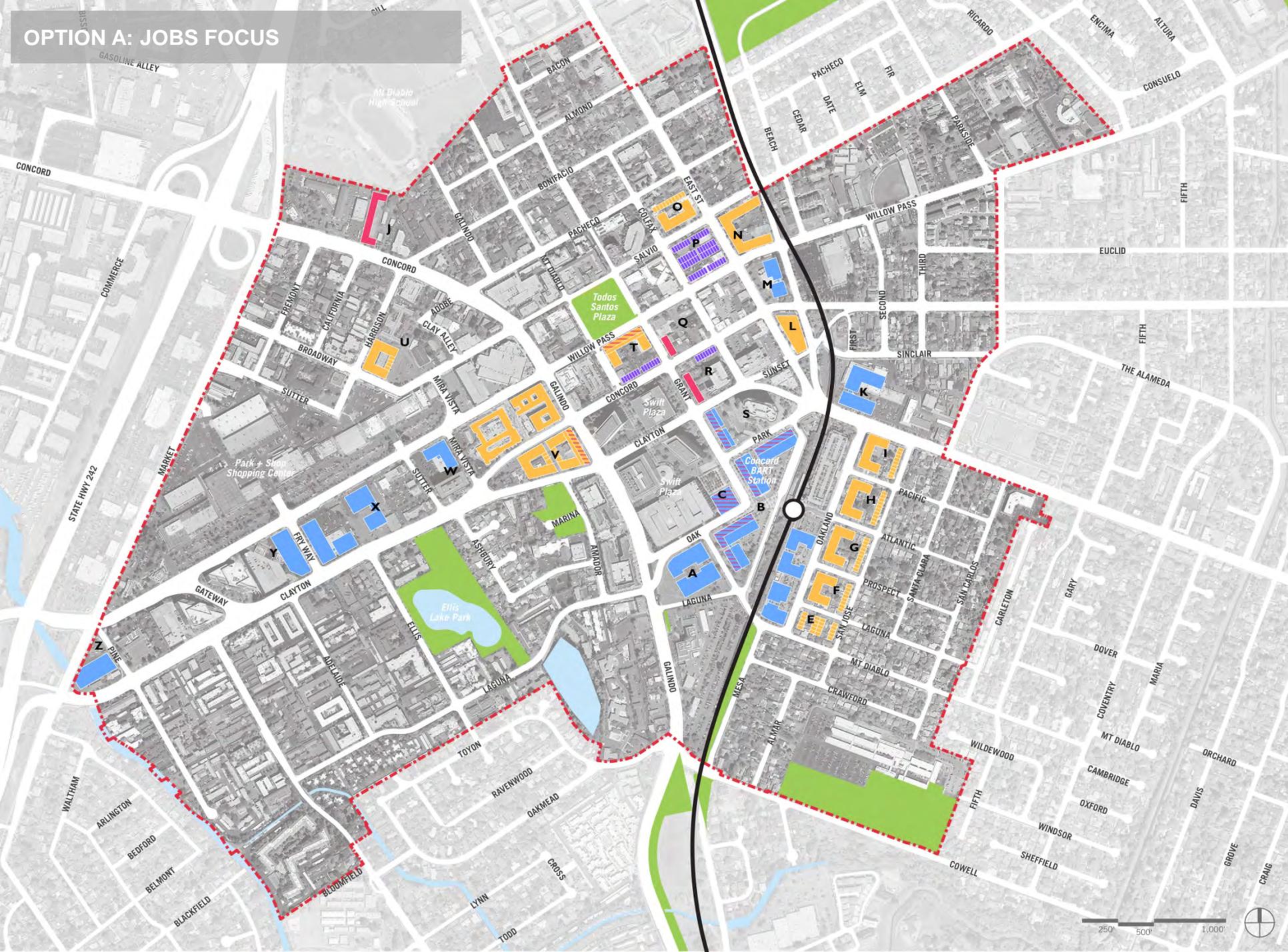
OPTION A: JOBS FOCUS



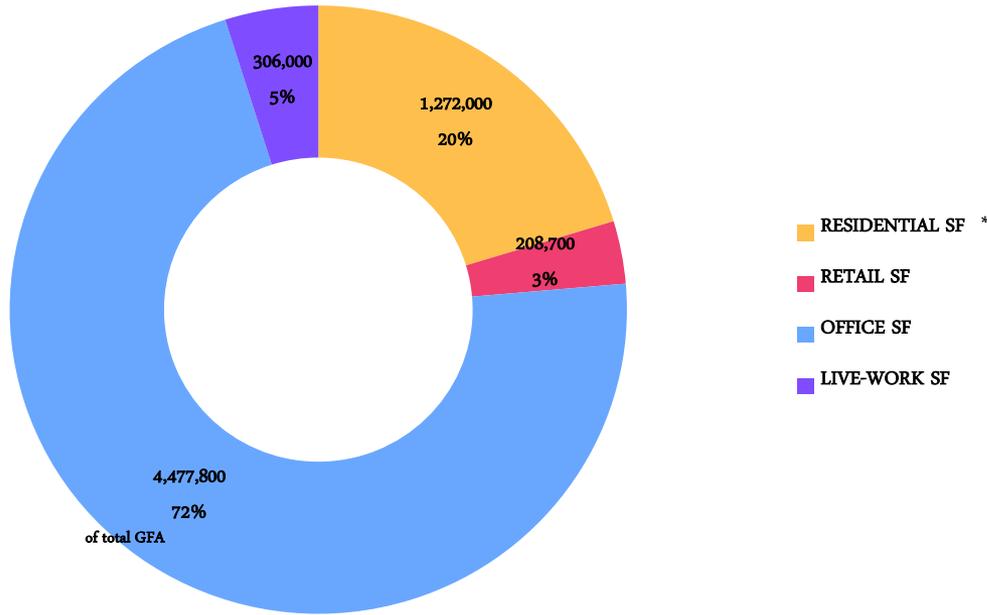
- Retail
- Office
- Residential
- Ground-Floor Retail
- Parking Structure
- Open Space



OPTION A: JOBS FOCUS



OPTION A: JOBS FOCUS

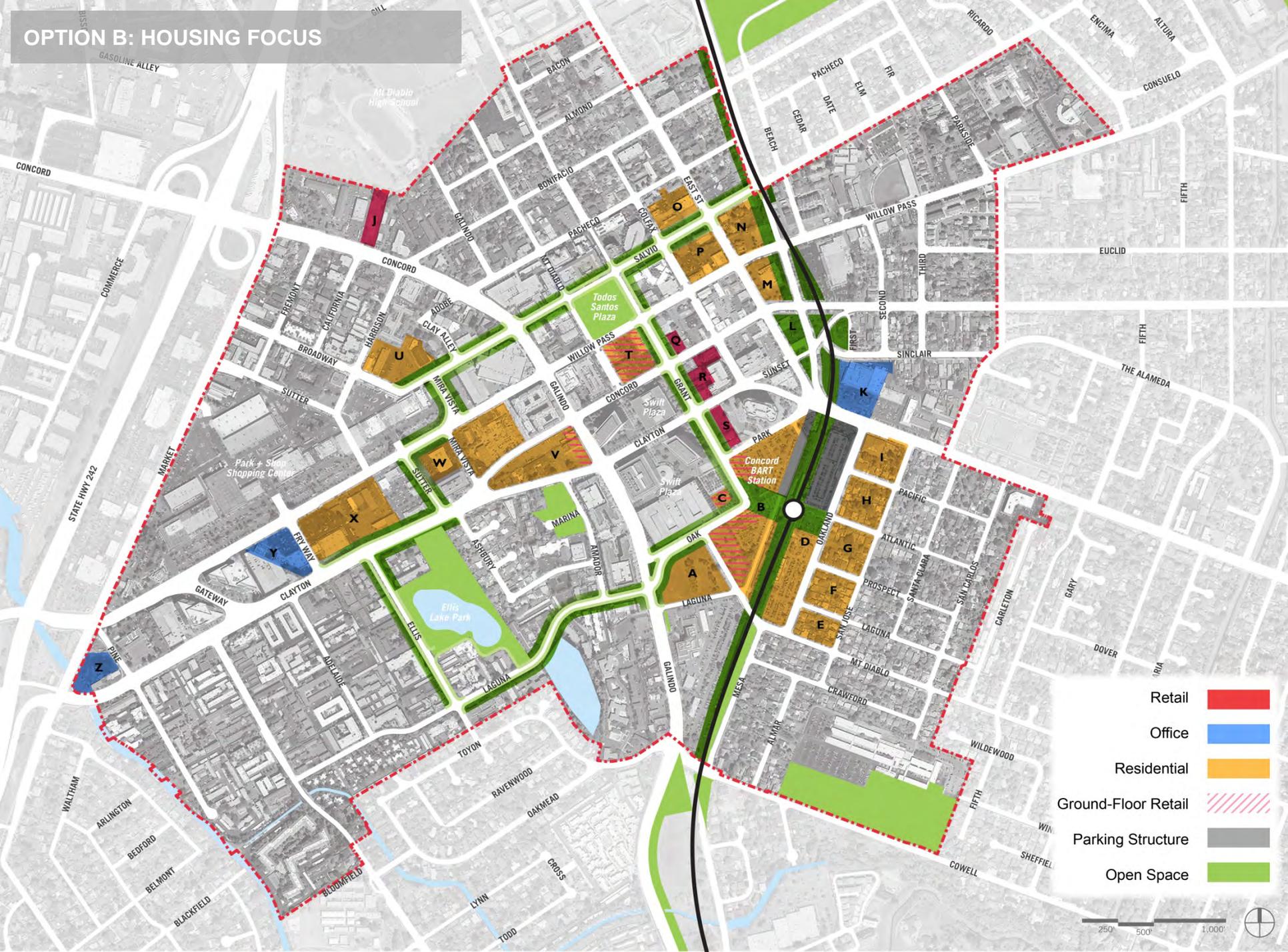


*excluding Phases I-II Renaissance Housing

MARKET-RATE TOWNHOMES HOUSING	WORK-LIVE LOFTS	TOTAL
1,170 units	210 units	240 units
		1,620 units
		4,100 residents
<i>Residential density 50du/acre – 130du/acre (assuming average 1,000sf unit)</i>		14,900 employees

		GFA	FAR
Block A	OFFICE	488,558	3.6
Block B	RETAIL	56,614	5.6
	OFFICE	890,988	
Block C	OFFICE	423,570	6.1
	OFFICE	135,000	
Block D	RETAIL	22,500	2.5
	OFFICE	538,069	
Block E	PARKING STRUCTURE	319,488	1.1
	STRUCTURE		
Block E	RESIDENTIAL	60,000	1.1
Block F	RESIDENTIAL	97,953	1.3
Block G	RESIDENTIAL	113,916	1.3
Block H	RESIDENTIAL	113,916	1.3
Block I	RESIDENTIAL	108,375	1.3
Block J	RETAIL	50,578	1.2
Block K	OFFICE	382,277	3.4
Block L	RESIDENTIAL	119,284	3.1
Block M	OFFICE	167,895	2.4
Block N	RESIDENTIAL	143,316	1.4
Block O	RESIDENTIAL	58,584	0.8
Block P	MIXED-USE (live-work)	201,600	2.2
Block Q	RETAIL	14,922	0.8
Block R	RETAIL	22,694	1.0
Block S	MIXED-USE (live-work)	28,800	2.8
	RETAIL	15,068	
Block T	OFFICE	88,416	2.2
	RESIDENTIAL	13,608	
	RESIDENTIAL	99,081	
	RETAIL	12,074	
Block U	MIXED-USE (live-work)	75,600	2.4
	RESIDENTIAL	101,511	
Block V	RESIDENTIAL	162,364	1.7
	RESIDENTIAL	99,417	
	RESIDENTIAL	22,140	
	RESIDENTIAL	120,900	
Block W	RETAIL	11,309	2.5
	OFFICE	172,375	

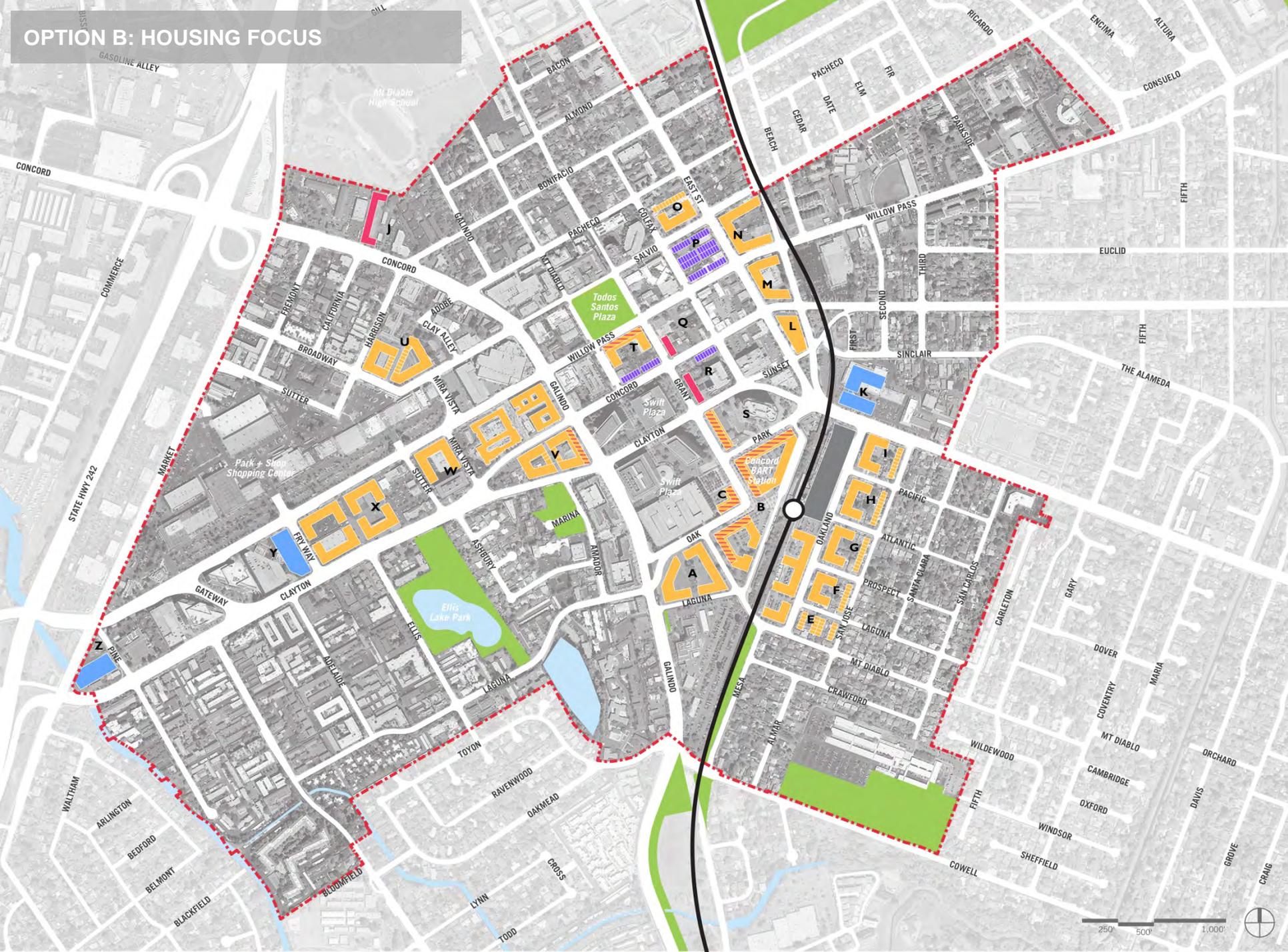
OPTION B: HOUSING FOCUS



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



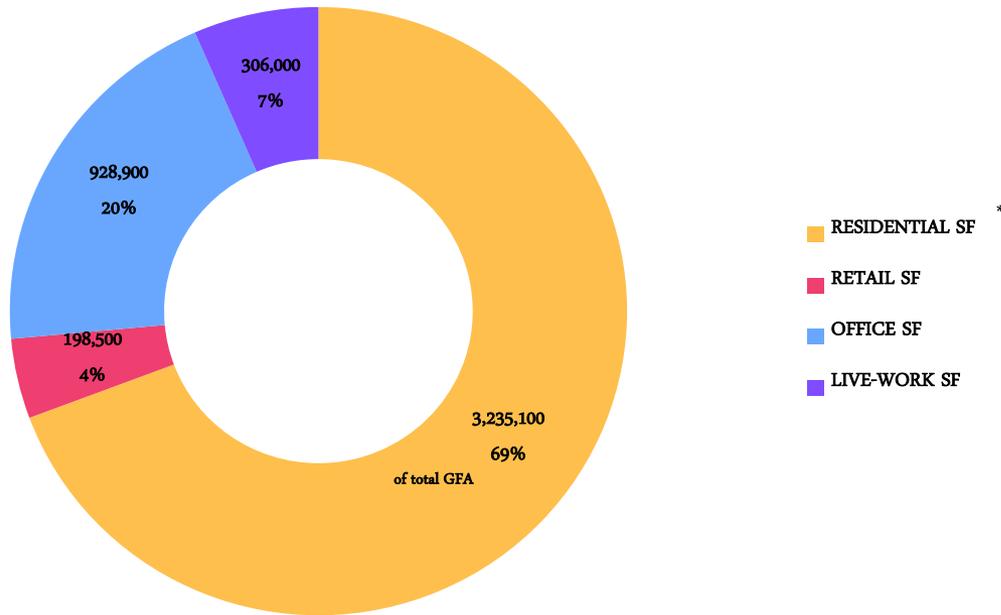
OPTION B: HOUSING FOCUS



250 500 1,000'



OPTION B: HOUSING FOCUS



*excluding Phases I-II Renaissance Housing

		GFA	FAR
Block A	RESIDENTIAL	271,767	2.0
Block B	RESIDENTIAL	47,390	2.0
	RESIDENTIAL	377,715	
	RETAIL	59,123	
Block C	RESIDENTIAL	46,974	2.3
	RETAIL	12,779	
Block D	RESIDENTIAL	260,528	1.7
	PARKING STRUCTURE	319,488	
Block E	RESIDENTIAL	60,000	1.1
Block F	RESIDENTIAL	97,953	1.3
Block G	RESIDENTIAL	113,916	1.3
Block H	RESIDENTIAL	113,916	1.3
Block I	RESIDENTIAL	108,375	1.3
Block J	RETAIL	50,578	1.2
Block K	OFFICE	382,277	3.4
Block L	RESIDENTIAL	119,284	3.1
Block M	RESIDENTIAL	106,527	1.6
Block N	RESIDENTIAL	143,316	1.4
Block O	RESIDENTIAL	58,584	0.8
Block P	MIXED-USE (live-work)	201,600	2.2
Block Q	RETAIL	14,922	0.8
Block R	RETAIL	22,694	1.0
	MIXED-USE (live-work)	28,800	
Block S	RETAIL	15,048	2.0
	RESIDENTIAL	58,122	
Block T	RESIDENTIAL	13,608	1.4
	RESIDENTIAL	99,081	
	RETAIL	12,074	
	MIXED-USE (live-work)	75,600	
Block U	RESIDENTIAL	101,511	2.4
	RESIDENTIAL	162,364	
Block V	RESIDENTIAL	99,417	1.7
	RESIDENTIAL	22,140	
	RESIDENTIAL	120,900	
	RETAIL	11,309	
Block W	RESIDENTIAL	153,992	2.2
	RESIDENTIAL	0	
Block X	RETAIL	477,732	2.2
Block Y	OFFICE	301,861	3.9
Block Z	OFFICE	244,748	4.5

MARKET-RATE TOWNHOMES HOUSING

3,220 units

WORK-LIVE LOFTS

200 units

TOTAL

240 units

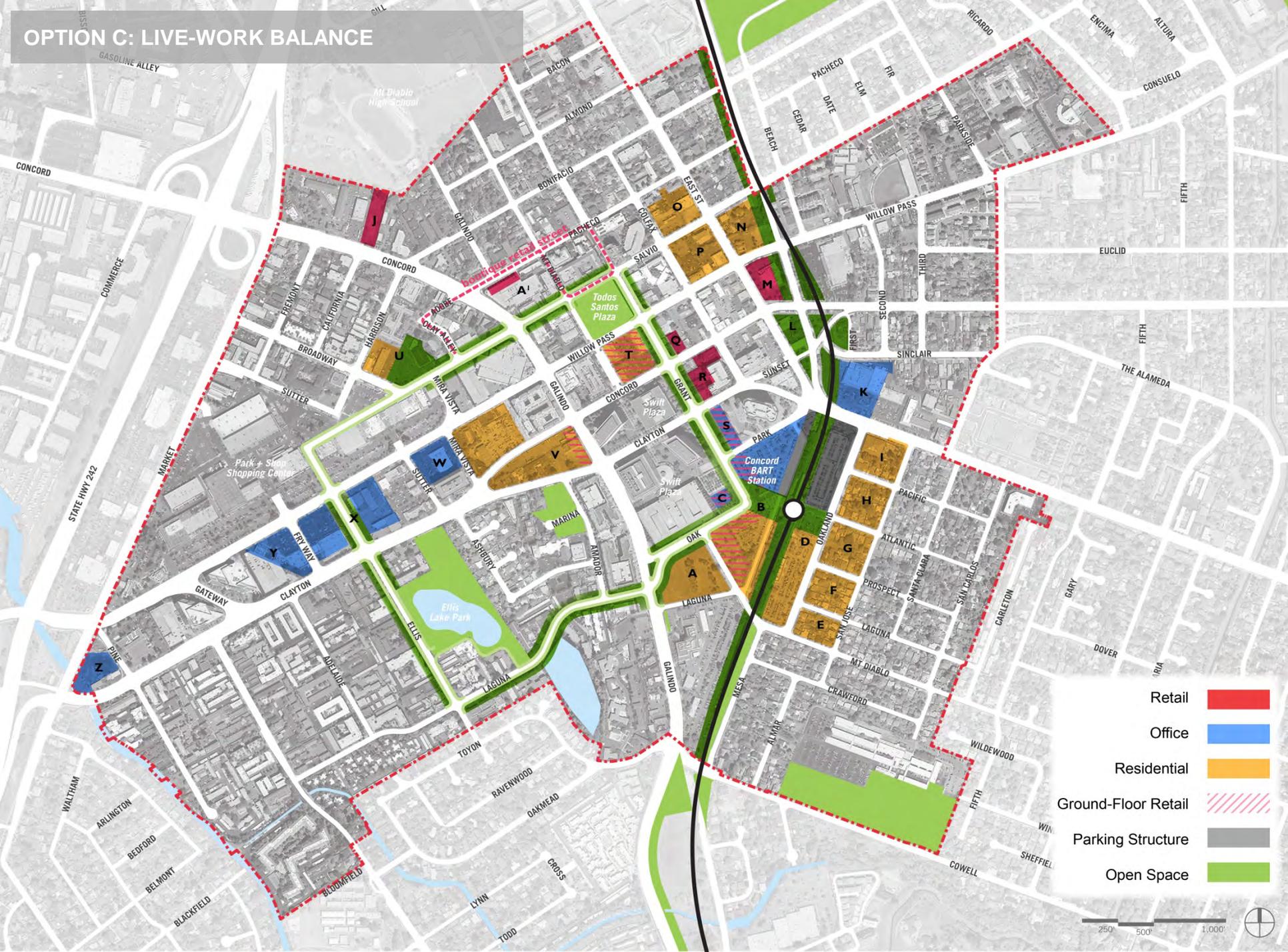
3,660 units

9,200 residents

Residential density 50du/acre – 130du/acre (assuming average 1,000sf unit)

3,100 employees

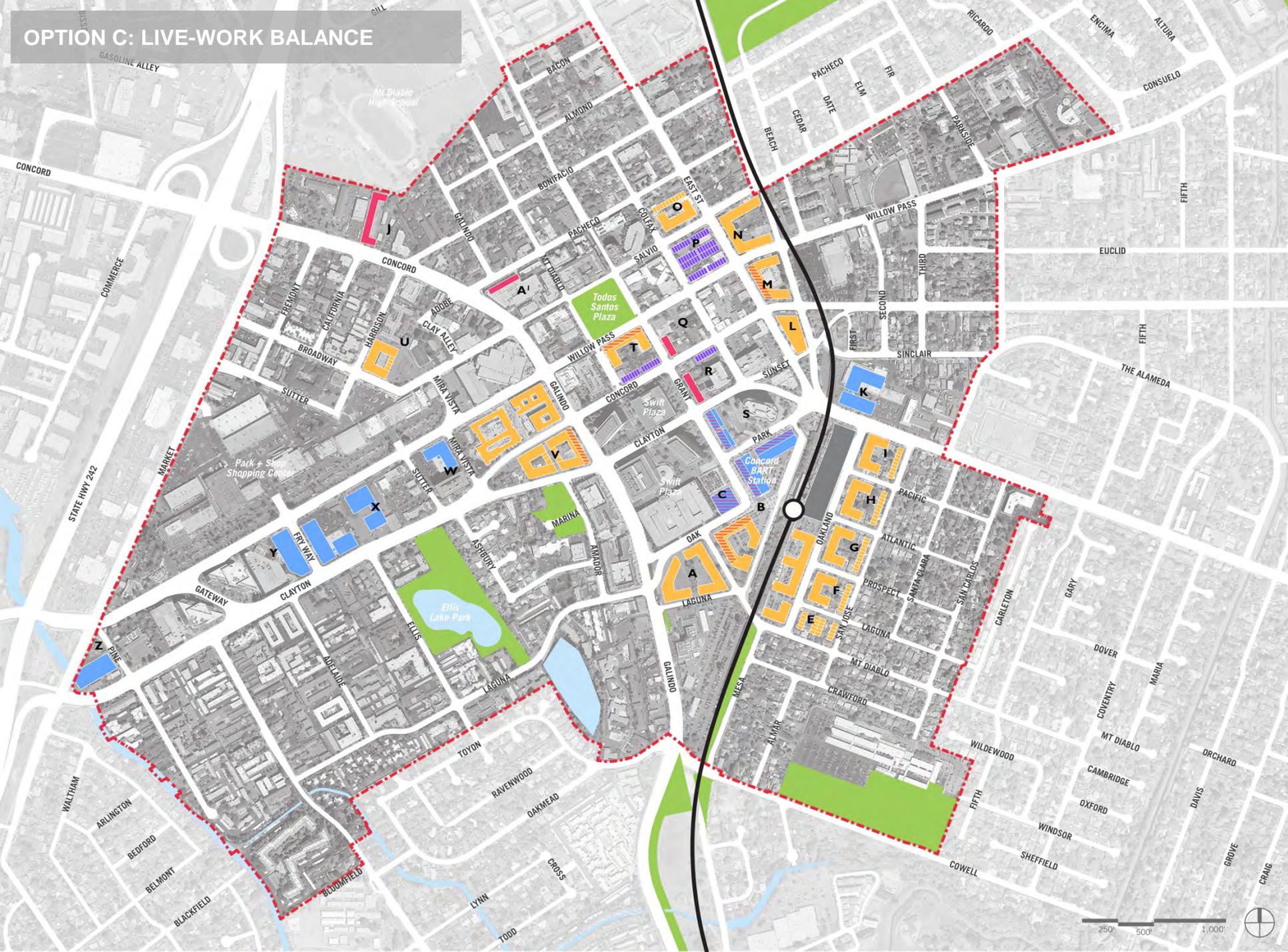
OPTION C: LIVE-WORK BALANCE



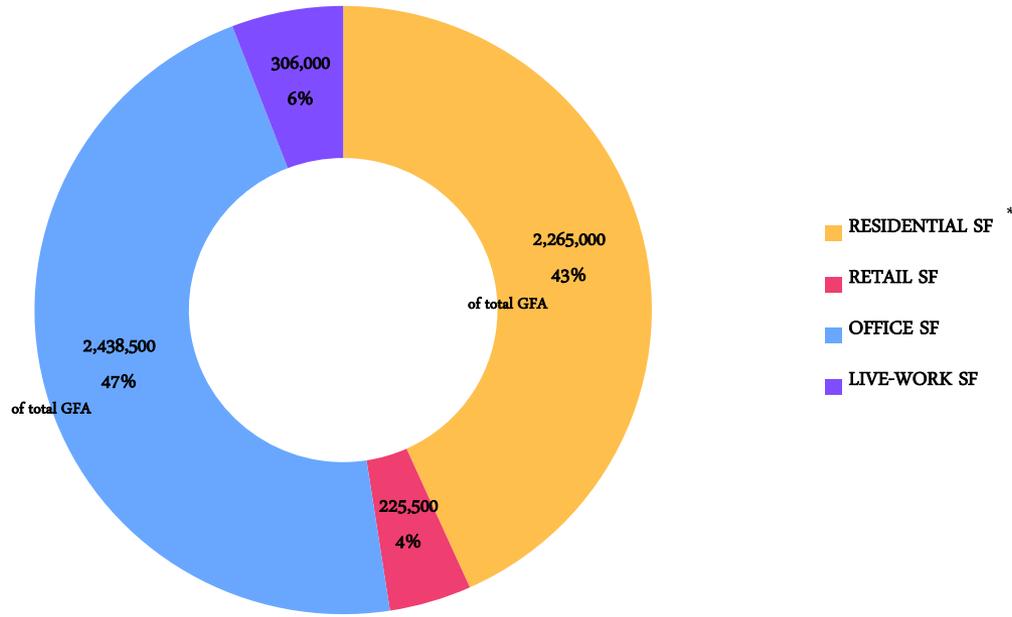
- Retail
- Office
- Residential
- Ground-Floor Retail
- Parking Structure
- Open Space



OPTION C: LIVE-WORK BALANCE



OPTION C: LIVE-WORK BALANCE



*excluding Phases I-II Renaissance Housing

		GFA	FAR
Block A	RESIDENTIAL	271,767	2.0
Block B	RESIDENTIAL	18,721	2.8
	RESIDENTIAL	155,613	
	RETAIL	53,482	
	OFFICE	41,390	
	OFFICE	428,322	
Block C	OFFICE	135,000	5.9
	RETAIL	22,500	
Block D	RESIDENTIAL	260,528	1.7
	PARKING STRUCTURE	319,488	
Block E	RESIDENTIAL	60,000	1.1
Block F	RESIDENTIAL	97,953	1.3
Block G	RESIDENTIAL	113,916	1.3
Block H	RESIDENTIAL	113,916	1.3
Block I	RESIDENTIAL	108,375	1.3
Block J	RETAIL	50,578	1.2
Block K	OFFICE	382,277	3.4
Block L	RESIDENTIAL	119,284	3.1
Block M	RESIDENTIAL	17,513	
	RESIDENTIAL	106,527	
	RETAIL	13,523	
Block N	RESIDENTIAL	143,316	1.4
Block O	RESIDENTIAL	58,584	0.8
Block P	MIXED-USE (live-work)	201,600	2.2
Block Q	RETAIL	14,922	0.8
Block R	RETAIL	22,694	1.0
	MIXED-USE (live-work)	28,800	
Block S	RETAIL	15,068	2.8
	OFFICE	88,416	
Block T	RESIDENTIAL	13,608	2.2
	RESIDENTIAL	99,081	
	RETAIL	12,074	
	MIXED-USE (live-work)	75,600	
Block U	RESIDENTIAL	101,511	2.4
	RESIDENTIAL	162,364	
Block V	RESIDENTIAL	99,417	1.7
	RESIDENTIAL	22,140	
	RESIDENTIAL	120,900	
	RETAIL	11,309	
Block W	OFFICE	172,375	2.5
Block X	OFFICE	644,063	2.9
Block Y	OFFICE	301,861	3.9
Block Z	OFFICE	244,748	4.5
Block A1	RETAIL	9,336	1.0

MARKET-RATE TOWNHOMES HOUSING

WORK-LIVE LOFTS

TOTAL

2,050 units

180 units

240 units

2,470 units

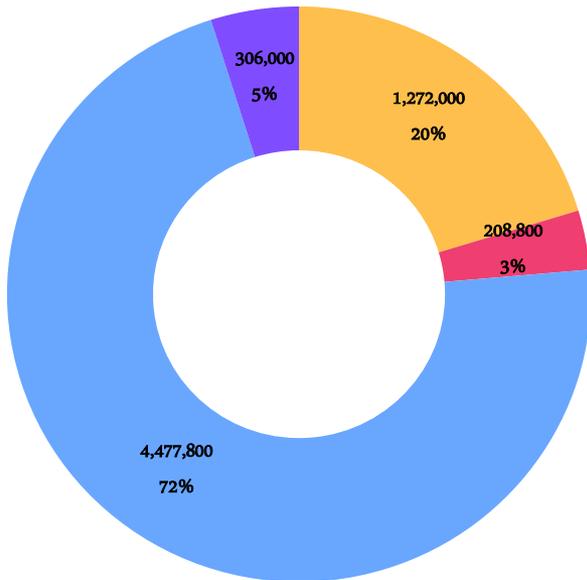
6,200 residents

Residential density 50du/acre – 130du/acre (assuming average 1,000sf unit)

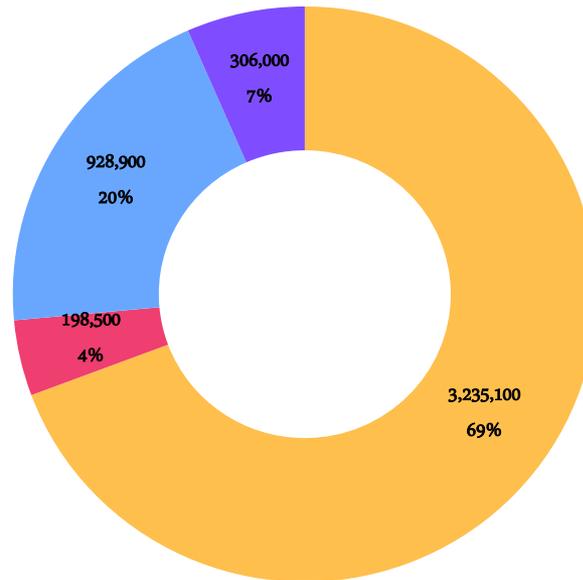
8,100 employees

PROGRAM COMPARISON

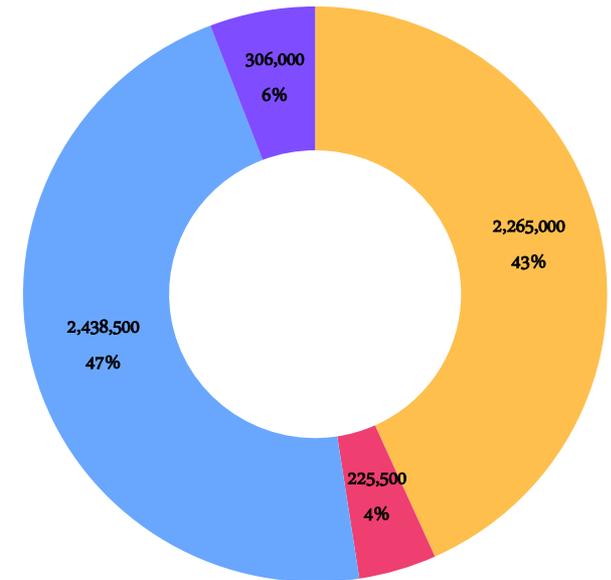
OPTION A



OPTION B

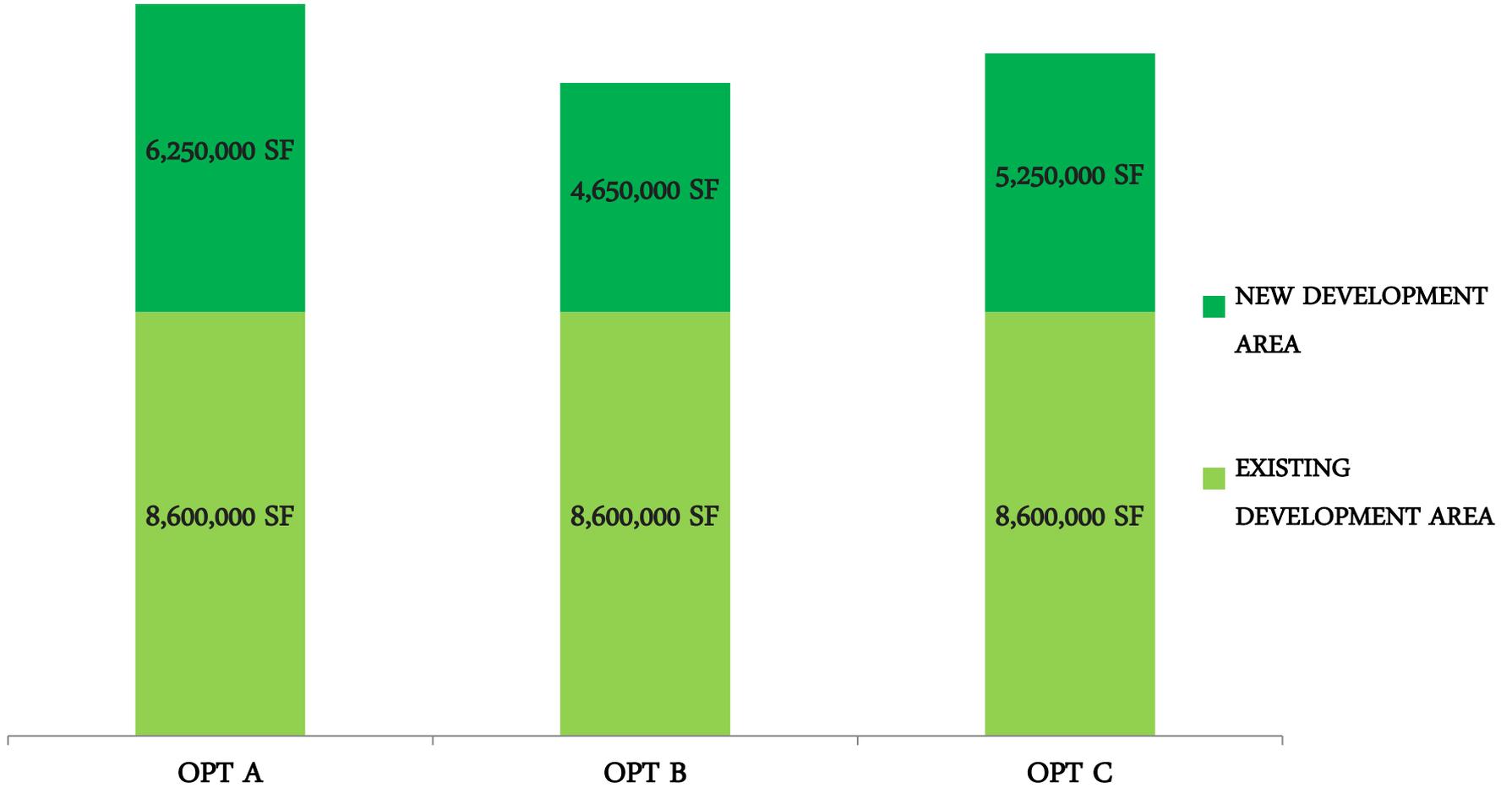


OPTION C



- RESIDENTIAL SF *
- RETAIL SF
- OFFICE SF
- LIVE-WORK SF

PROGRAM COMPARISON





BISSON
 GASOLINE ALLEY
 CONCORD
 COMMERCCE
 GALAXY
 STATE HWY 242
 MARKET
 GILL
 BACON
 ALMOND
 BONIFACIO
 PACHECO
 COLIJA
 SALVIO
 PACHECO
 DATE
 ELM
 FIR
 BEACH
 CEDAR
 RICHARDO
 ENCHMA
 ALTURA
 CONSUELO
 FIFTH
 EUCLID
 FIFTH
 THE ALAMEDA
 SUTTER
 BROADWAY
 CALIFORNIA
 MARBION
 ANDRE
 GLAY ALLEY
 WILLOW PASS
 WILLOW PASS
 CONCORD
 SUNSET
 SINCLAIR
 SWIFT PIZZA
 PARK
 CLAYTON
 CONCORD
 PARK
 GATEWAY
 CLAYTON
 SUTTER
 WILLOW PASS
 SUTTER
 WILLOW PASS
 MARIN
 ANDRE
 OAK
 ALMA
 DONITO
 MEXA
 PACIFIC
 ATLANTIC
 PRUSPERT
 SANTA CLARA
 SALVADORS
 CARLETON
 GARY
 DOVER
 MARIA
 COVENTRY
 MT DIABLO
 ORCHARD
 CAMBRIDGE
 OXFORD
 DAVIS
 GROVE
 CRAIG
 WALTHAM
 ARLINGTON
 BEDFORD
 BELMONT
 BLACKFIELD
 ALUMNFIELD
 TOYON
 RAVENWOOD
 OAKMEAD
 CROSS
 LYNN
 TODD
 WILDEWOOD
 FIFTH
 COWELL
 SHEFFIELD
 WINDSOR

Park + Shopping Ctr

Eden Lake Park

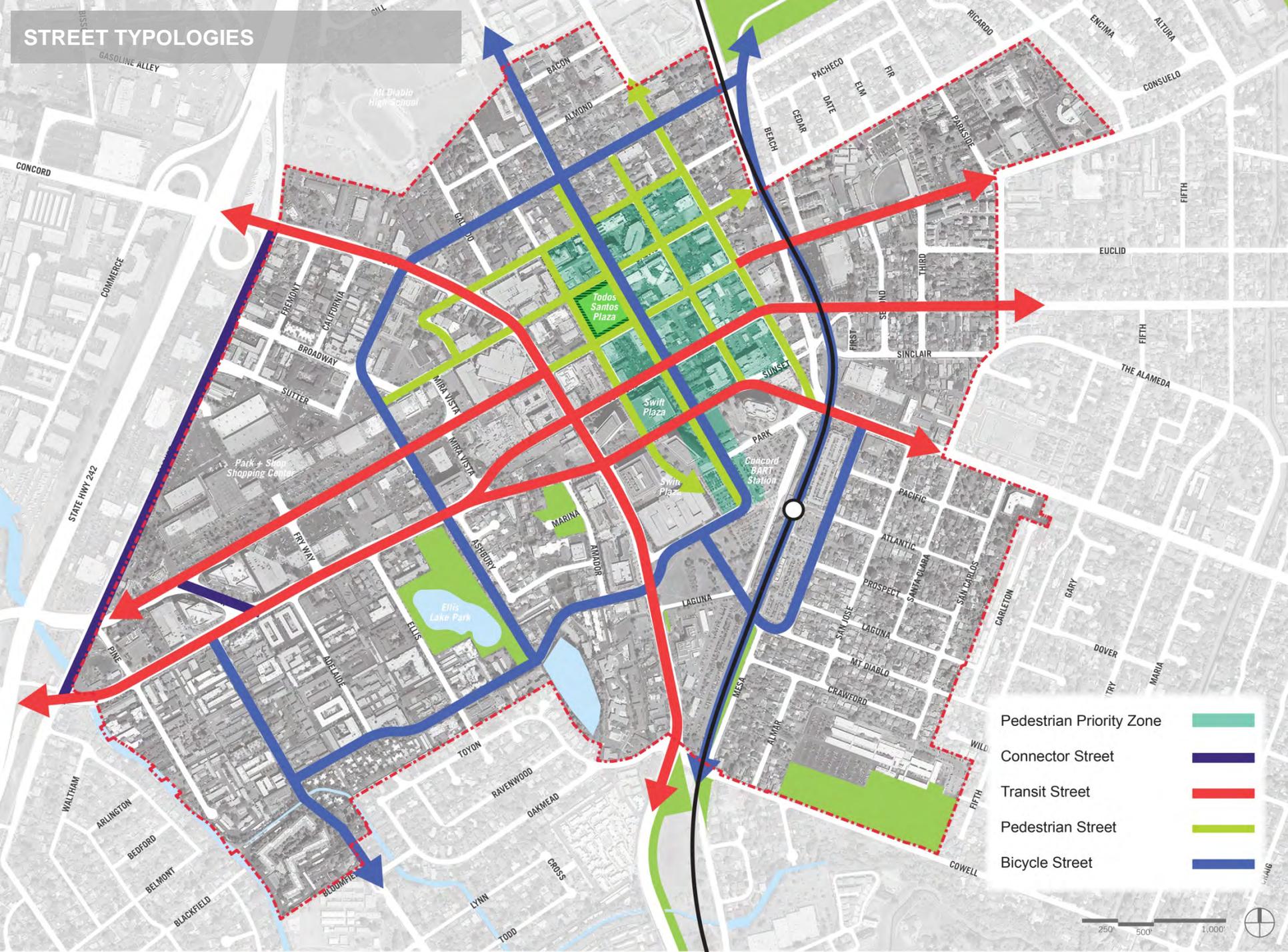
250 500 1,000'





Transportation Metrics

STREET TYPOLOGIES



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



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

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

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

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

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

Major Transit Hub – Transfer points where high volume transit lines intersect (BART station).

Bicycle Path – Class I Bicycle path as defined by Caltrans standards accommodates both bicycles and pedestrians. Motor vehicle traffic is prohibited.

Bike Route – Class II (bike lanes) or Class III (signed route) bike facilities as defined by Caltrans standards, are overlaid on transit, connector, and local streets.

Pedestrian Path – These are exclusive walkways for pedestrians. Bicycles and motor vehicles are prohibited.

Pedestrian Priority Street Frontage – Streets on which high volumes of pedestrian traffic are encouraged. Sidewalks should be wide with ample pedestrian amenities. Building frontages should provide high level of pedestrian interest. Pedestrian crossings should have a high priority at intersections. In some locations, well-protected mid-block crosswalks may be appropriate. Roadways connecting to the BART station should have pedestrian priority.

Modal Priorities in SPA

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

TRANSPORTATION FACILITIES MATRIX

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

★ = Dominant

■ = Accommodated

□ = Incidental

◆ = Prohibited

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

TRANSPORTATION METRICS

Transportation Metric	Existing	Option A: Jobs Focus	Option B: Housing Focus	Option C: Balanced
Gross Daily Trips (includes auto, bike, walk, transit)	111,300	<i>44,200</i>	<i>41,900</i>	<i>41,500</i>
Daily BART Trips	10,700	<i>2,600</i>	<i>3,000</i>	<i>2,700</i>
Daily Internal Capture (assumed to be walk/bike)	13% (14,800)	14% (22,200)	16% (23,900)	15% (22,600)
Daily External Bike/Walk Trips	8% (7,600)	10% (13,100)	12% (14,900)	11% (13,700)
Daily Transit Mode Share	15% (14,100)	14% (18,900)	15% (19,200)	14% (18,800)
Daily Vehicle Trips	74,800	<i>26,600</i>	<i>20,500</i>	<i>22,900</i>
AM Peak Hour Trips	6,100	<i>3,300</i>	<i>1,400</i>	<i>2,200</i>
PM Peak Hour Trips	5,700	<i>4,100</i>	<i>1,600</i>	<i>2,700</i>

■ **OPTION A**

- **Generates the most vehicle trips & fewer trips with origins and destinations in Specific Plan Area; highest impact on intersection and roadway segment operations**
- **Least impact to BART as most morning trips would be in the eastbound direction where there is additional capacity**

■ **OPTION B**

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

■ **OPTION C**

- **Balances the pros/cons of OPTIONS A & B**

- Analyze intersection & roadway segment operations with the preferred alternative under the following scenarios:
 - Existing Plus Project
 - Cumulative Plus Project

- Provide suggestions in the refinement of final Project Alternative to minimize transportation impacts & develop mitigation measures that further the City's goals for this project

Next steps

- Tonight - Discussion of Alternatives, Streetscape Proposals
- July 22nd - DSC #5 Evaluation of Alternatives
- Late July/Early August - Design team begins to develop Preferred Plan
- August 5th - DSC #6 Preview and discussion of Preferred Plan
- August 27th - Workshop #2; Presentation of Preferred Plan
- September 15th – Design team prepares first draft Specific Plan



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