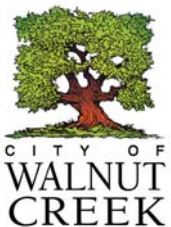




CITY OF
WALNUT
CREEK

NORTH DOWNTOWN

SPECIFIC PLAN



OCTOBER 15, 2019

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Thank you to the community members who attended the workshops and hearings and gave valuable input that helped to create a visionary plan.



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CHAPTER 1: INTRODUCTION

INTRODUCTION

The City of Walnut Creek developed the North Downtown Specific Plan in collaboration with residents, local businesses, land owners and the broader community to provide a coordinated, forward-looking vision for the future of the Plan area. The Plan presents goals, policies, standards, and implementation strategies for topics such as land use, transportation, urban design, and infrastructure. This project was funded by a grant from the Contra Costa Transportation Authority (CCTA) and contributions from the City of Walnut Creek. The Specific Plan is intended to provide guidance for private development and public investment over the next 30 years.

PLAN CONTEXT + LOCATION

The North Downtown Plan Area is shown in **Figures 1.1 and 1.2**. It is located on the western edge of Walnut Creek, directly north of the Traditional Downtown and directly east of the Walnut Creek BART Station. It is surrounded by predominantly residential neighborhoods further to the east, north, and to the west. Civic Park, City Hall, the Iron Horse Multi-Use Trail, and Walnut Creek Intermediate School are directly southeast and east of the Plan Area. North Downtown is located within a larger regional Priority Development Area, as shown in Figure 1.3 and described on page 16.

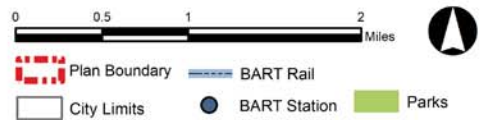
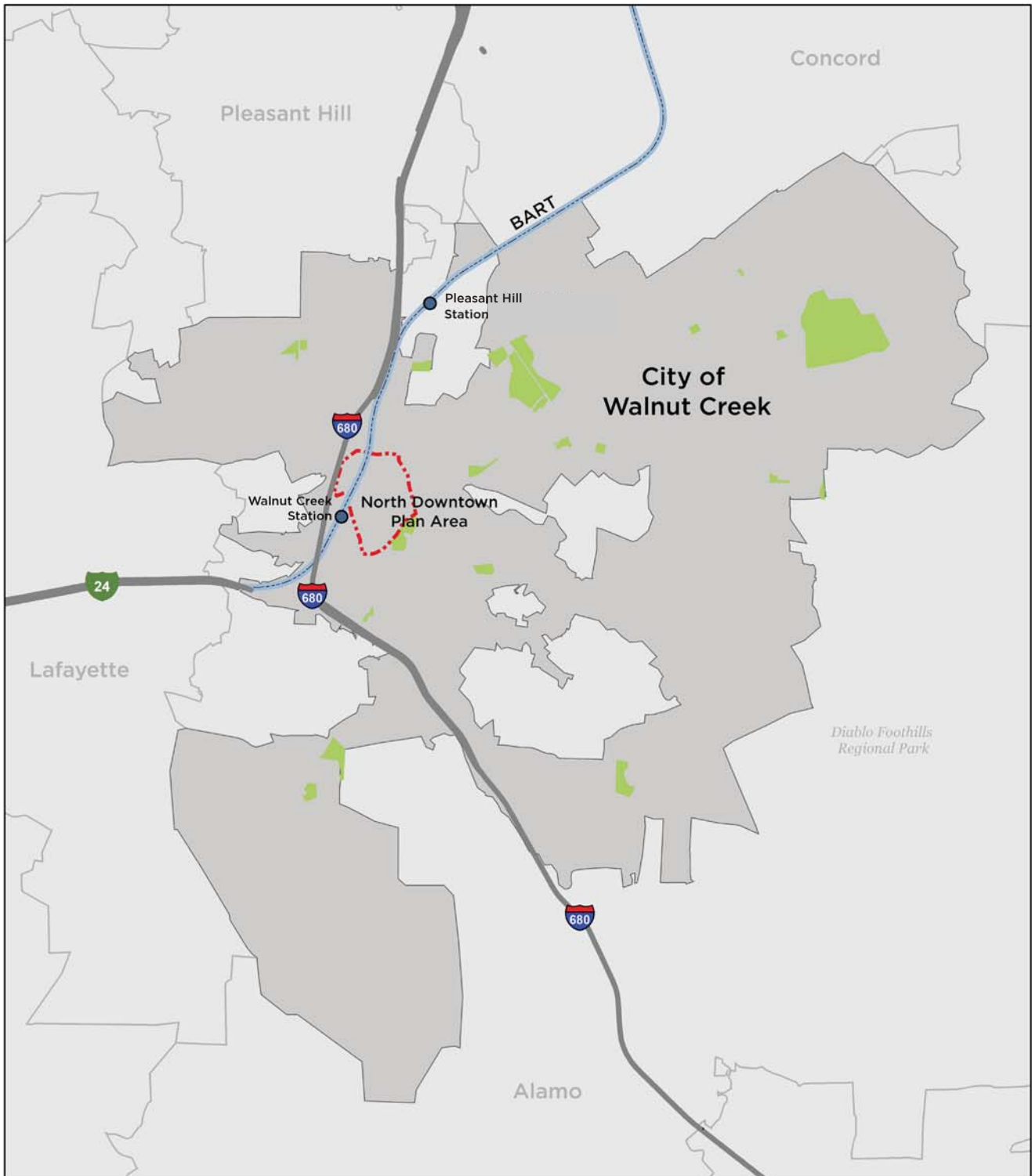
The North Downtown Plan Area comprises 191 acres, with a majority of its land utilized for automobile sales and services, office uses and retail as well as multi-family housing and public uses. Most of the City’s main thoroughfares provide access through the area, including Ygnacio Valley Road, N. California Boulevard, N. Main Street, N. Broadway, and Civic Drive. The Plan Area includes a variety of auto sales and service businesses, and some of the City’s largest office buildings. Many of the City’s public buildings and facilities are located in or near North Downtown including City Hall, the Walnut Creek Library, a State Department of Motor Vehicles Office, a Social

Security Office, a Fire Station, the Leshner Center for the Arts, an AT&T facility, and the main Walnut Creek Post Office. The “Golden Triangle,” directly north of the BART station, is also in the Plan Area, and contains a mix of higher-intensity office uses and housing.

QUICK FACTS

- 191 acres
- Accessible by Interstate I-680, Highway 24, and the Walnut Creek BART station
- Primary existing uses: auto sales and services, office, retail, and multi-family housing
- Directly north of Walnut Creek’s downtown and the City’s largest shopping district
- Regional Priority Development Area (PDA)

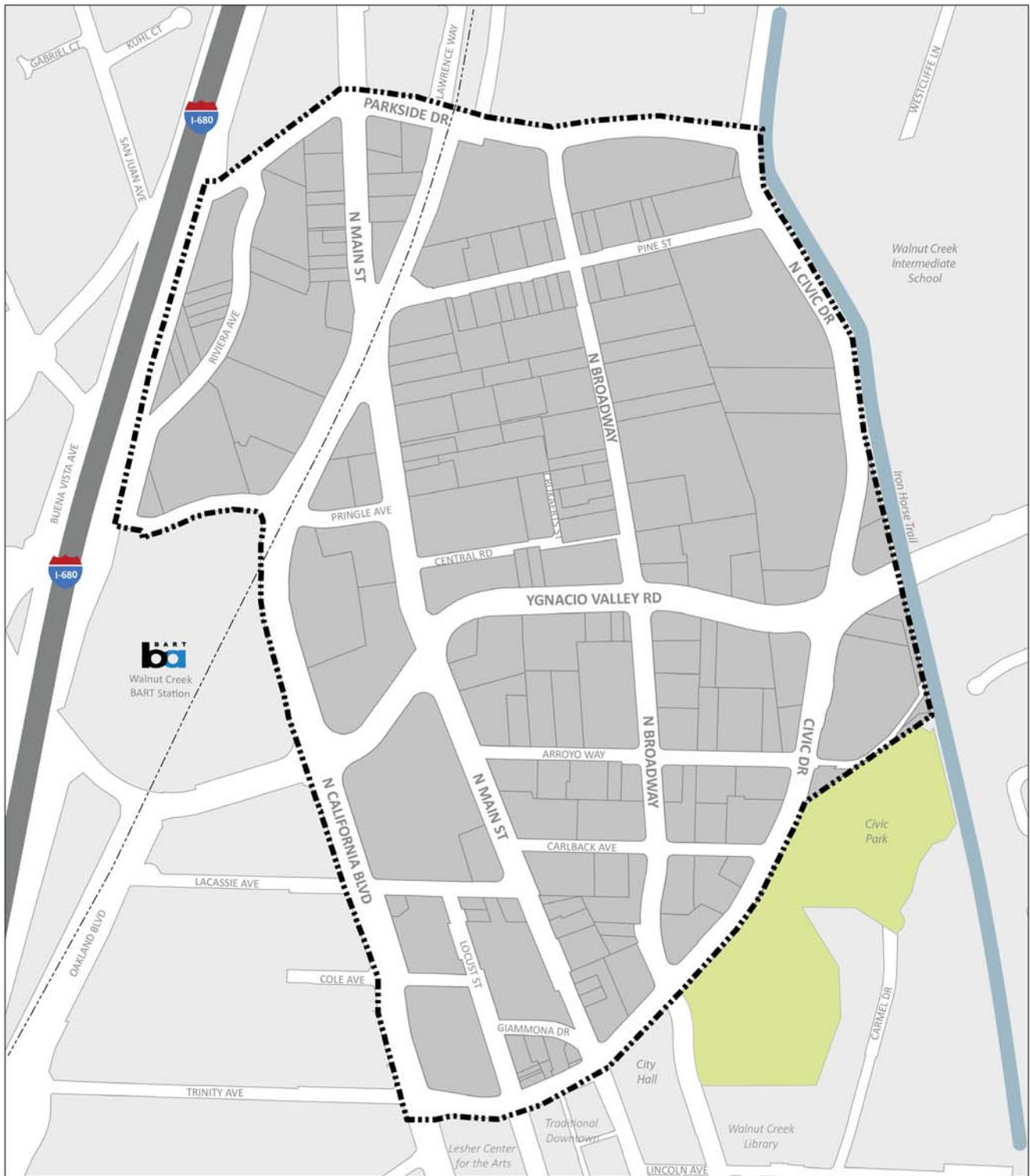
Figure 1.1
CONTEXT AREA



Data Sources: City of Walnut Creek GIS data,

Figure 1.2

NORTH DOWNTOWN PLAN AREA



Data Sources: City of Walnut Creek GIS data, Contra Costa County GIS data, 2015 ESRI, USGS

PLAN STRUCTURE

The Plan is organized into the following seven chapters:

- **CHAPTER 1: INTRODUCTION** includes information about the Plan Area’s context and location, purpose of a Specific Plan, instructions on how to use this document, and summary of the community engagement process.
- **CHAPTER 2: VISION** describes the vision and project goals that will direct future development and investment in North Downtown. Subsequent policies in the Specific Plan document are intended to support the vision. It also includes a list of assumptions made at the beginning of the planning process to help guide decision making.
- **CHAPTER 3: LAND USE** guides the location and type of new development. This chapter describes the land uses allowed in the Plan Area, and provides policy guidance about the desired mix of uses in North Downtown. This chapter also goes into greater detail about two special districts in the Plan Area, with accompanying policies and character guidance for each.
- **CHAPTER 4: DEVELOPMENT STANDARDS AND GUIDELINES** establishes regulations for future development on privately owned properties in North Downtown. The chapter describes building design regulations such as allowed building height, intensity, and setback requirements. It also provides design guidance for topics such as public outdoor space provision, landscaping, public art, green building standards, and wayfinding.
- **CHAPTER 5: MOBILITY** establishes the overall street network, street and streetscape standards, bicycle and pedestrian networks, and other transportation standards and guidelines, as well as policies that support multimodal mobility. This chapter also includes standards that apply to all developments, such as those for parking and Transportation Demand Management (TDM).
- **CHAPTER 6: INFRASTRUCTURE** identifies area-wide infrastructure – such as water supply, wastewater collection and treatment, stormwater management, telecommunications, solid waste and recycling, and police and fire services – necessary to support new and existing development.
- **CHAPTER 7: IMPLEMENTATION** identifies priority infrastructure projects, capital improvements, programs, and studies necessary to implement the vision established in Chapter 2. It also describes the Specific Plan funding strategy and monitoring programs.

PURPOSE AND AUTHORITY OF A SPECIFIC PLAN

The Specific Plan represents the implementation of the General Plan’s goals and policies for the North Downtown area. The Specific Plan, in conjunction with the Walnut Creek General Plan and Zoning Ordinance, provides a framework for development of properties consistent with the vision and policies outlined in this document. This plan also provides opportunities for streamlined California Environmental Quality Act (CEQA) review. The Environmental Impact Report (EIR) that was prepared for the Plan may simplify environmental review for projects that are consistent with it.

The North Downtown Specific Plan will guide land use and development decision-making processes for the Plan Area. The Plan does not replace or augment building safety codes or other non-planning related codes. All applications for new construction, substantial modifications to existing buildings, and changes in land use shall be reviewed for conformance with this Specific Plan. This Plan is adopted by resolution under the authority of the City’s Municipal Code, which establishes Specific Plans as a tool to regulate land use and development.

REQUIRED COMPONENTS

The State of California describes a Specific Plan as a plan “for the systematic implementation of the general plan for all or part of the area covered by the general plan” (California Government Code (GC) Section 65450). Consistent with this guidance, the City of Walnut Creek has prepared numerous specific plans to provide a more detailed vision, development regulations, and implementation plan for focused areas of the City. The State allows flexibility for what local planning agencies include in specific plans (GC

Section 65452). However, GC Section 65451 requires specific plans to include the following components at minimum:

- (1) The distribution, location, and extent of the uses of land, including outdoor space, within the area covered by the plan.
- (2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
- (3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- (4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

In addition, GC Section 65451 requires that the “specific plan shall include a statement of the relationship of the specific plan to the general plan,” and that specific plans must be consistent with the general plan (GC Section 65454). According to GC Section 65453, “A specific plan shall be prepared, adopted, and amended in the same manner as a general plan, except that a specific plan may be adopted by resolution or ordinance and may be amended as often as deemed necessary by the legislative body.”

RELATIONSHIP TO OTHER PLANS

WALNUT CREEK GENERAL PLAN

Walnut Creek’s General Plan underwent a comprehensive update in 2006, providing a vision for future growth and development over the next 20 years. While the General Plan does not include comprehensive guidance for the entire North Downtown Specific Plan Area, it does include several specific policies and actions relevant to the Plan Area (see right). The General Plan identifies the land use categories and circulation network, and sets the direction for development standards found in the City’s Zoning Ordinance. A wide variety of land use categories are used in the Specific Plan Area, consistent with the General Plan, as shown in **Figure 3.1** in the Land Use Chapter. The Specific Plan adoption process includes rezoning of properties to ensure consistency with these designations. Most of the General Plan land use categories used in the North Downtown Plan Area also occur in other parts of the City. The only new land use category introduced for the North Downtown Specific Plan is the “Auto Sales and Custom Manufacturing” category, which was adapted from the previously existing “Auto Sales and Services” category.

A review of the goals and policies set forth in the General Plan informed many of the priorities of this Specific Plan and ensures consistency between the two documents. Listed to the right are some of the key goals and policies that guide development and improvements in the Plan Area.

APPLICABLE GENERAL PLAN POLICIES + ACTIONS

CHAPTER 2: QUALITY OF LIFE

- Action 2.1.4. Promote tourism and day visits to the city.
- Policy 2.6. For areas designated for commercial or business use, plan for adequate sites that allow for expansion of local businesses.
- Action 7.3.5. Encourage the establishment of childcare centers near the Walnut Creek and Pleasant Hill BART Stations.

CHAPTER 4: BUILT ENVIRONMENT

- Action 10.1.1. Apply land use designations that encourage transit-oriented development around the BART stations and in the Core Area.
- Action 3.1.2. Require that office development in the Golden Triangle and new development in the Mixed Use – Residential land use categories provide housing components.

CHAPTER 5: TRANSPORTATION

- Policy 2.2. Cooperate with East Bay Regional Parks and other jurisdictions to improve connections to regional trails.
- Policy 2.3. Maintain and enhance the City’s position as a major regional center for automobile sales.
- Policy 5.1. Promote bicycle use as an alternative way to get to work, school, shopping, recreational facilities, and transit stops.
- Policy 6.1. Provide safe and attractive pedestrian routes along arterials and collectors leading to schools, along arterials or collectors that carry high traffic volumes, on all downtown streets, along major streets leading to the downtown, and on all streets leading to transit facilities.
- Policy 8.5. Link high-density residential developments, employment centers, and shopping areas via transit, bikeways, and walkways.
- Policy 9.3. Promote pedestrian safety in the downtown area.
- Policy 10.1. Support the development of medium- and high-density office, residential, and local serving retail near and around the Walnut Creek and Pleasant Hill BART stations (Core Area).
- Policy 12.2. Promote a wide variety of public and private parking options.

ZONING

The Walnut Creek Zoning Ordinance regulates land use and provides standards for development, including height, setbacks, parking, and signage, among others. These standards set the pattern and character of development in the City. The Specific Plan adoption process includes rezoning of properties to ensure consistency with the General Plan and this Specific Plan, and to facilitate implementation. Where the Specific Plan includes unique development standards more stringent than those contained in the Zoning Ordinance, those unique standards prevail within the Plan Area.

CITY PLANS AND PRECEDENTS

The following City plans provide helpful additional background or policy parameters for the North Downtown Specific Plan Area. Although some do not specifically govern the Plan Area, their content impacts the Plan.

WEST DOWNTOWN SPECIFIC PLAN

The West Downtown Specific Plan is a community-driven plan that defines a vision for the area and develops a regulatory framework for future development and public improvements. The Specific Plan Area is generally bounded by the Walnut Creek BART station on the north, California Boulevard on the east, Olympic Boulevard on the south, and I-680 on the west. Approximately one-third of the Plan Area is currently developed with residential uses (houses, apartments, etc.), one-third with commercial uses (offices, stores, etc.), and one-third with civic/community uses (churches, the BART station, etc.).

The West Downtown Plan area is adjacent to the North Downtown Plan area, directly to the south and west. The West Downtown Plan area lies directly west of Walnut Creek's traditional downtown.

NORTH MAIN STREET / YGNACIO VALLEY ROAD SPECIFIC PLAN

The previously adopted North Main Street/Ygnacio Valley Road Specific Plan established a vision for part of the southern portion of the North Downtown Plan Area. It includes policies and guidelines encouraging new development and showed the preferred location, intensity, and character of land uses and capital improvements in the Plan Area. The new goals and policies in this document will replace the ones in the North Main Street / Ygnacio Valley Road Specific Plan, which will be rescinded and superseded by the North Downtown Specific Plan.

WALNUT CREEK BICYCLE PLAN

Adopted in 2011, the Walnut Creek Bicycle Plan sets a vision encouraging bicycle use and improvements in the City. The plan includes goals, policies, and actions supporting this vision, and promotes cycling as a viable and sustainable transportation option. The Bike Plan identifies the Core Area - which includes North Downtown - as a high priority for implementing bicycle improvements, such as proposing bike facilities along Civic Drive and Parkside Drive. Below are policies in that plan that provide direction for bicycle improvements within the North Downtown Plan Area.

- Policy 7: Create an efficient network of bike facilities that help support bicycle use as a viable mode of transportation.
- Policy 8: Improve existing roadways to accommodate new or upgraded bicycle facilities.
- Policy 9: Improve bicycle facilities to achieve safe, efficient connectivity while minimizing impacts to users of other transportation modes.
- Policy 10: Develop a continuous bikeway network that closes gaps in the existing system and serves important destinations.
- Policy 11: Increase availability of bicycle parking.

New bicycle facilities planned in the North Downtown Specific Plan are intended to be integrated into the citywide bicycle network and future updates of Walnut Creek Bicycle Plan.

PEDESTRIAN MASTER PLAN

The City's Pedestrian Master Plan was adopted in July 2016 and provides a framework for pedestrian facilities and programs in Walnut Creek. The Plan presents pedestrian improvement concepts with supporting policies to provide "safe, convenient and well-maintained pedestrian facilities for all ages and abilities." The Plan identifies most of the North Downtown Specific Plan Area as a high pedestrian demand zone with opportunities for better street crossings, lighting, bus stops, traffic calming, and wayfinding.

PLAN BAY AREA AND PDAS

Plan Bay Area is the Bay Area’s Sustainable Community Strategy (required by the State per Senate Bill 375), which aims for reductions in greenhouse gas emissions by creating more livable, equitable, and environmentally sustainable communities. It addresses land use, transportation, housing, economics, and sustainability in an integrated regional development plan for the Bay Area, with a particular focus on walkability and transit-oriented development. Plan Bay Area was jointly approved by the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC) in 2013, and subsequently underwent a strategic update called Plan Bay Area 2040 (adopted July 2017).

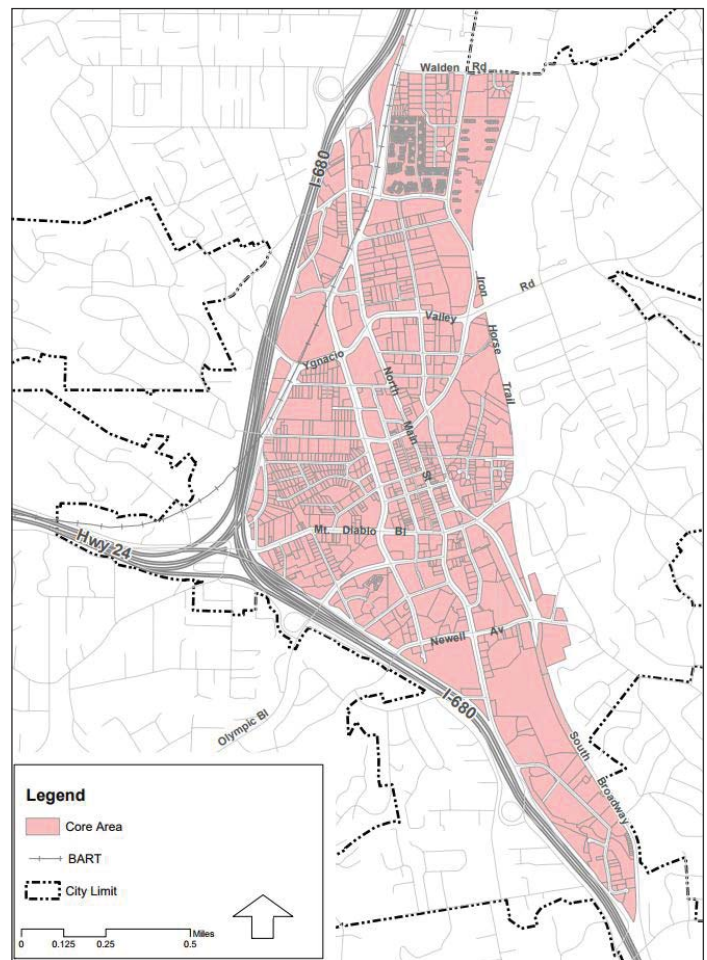
PDA PROCESS AND CRITERIA

Plan Bay Area was prepared and is being implemented in close consultation with local governments and communities, who maintain land use control over areas within their jurisdiction. An important component of Plan Bay Area is the establishment of Priority Development Areas (PDAs). The City Council of a given city can nominate PDAs within its jurisdiction, representing an area where there is a commitment to developing more housing, amenities, and services to meet community needs in a walkable, transit-oriented setting. PDAs are required to be within an existing community; to be near existing or planned fixed transit service such as BART or high-frequency, rapid bus service; and to have an approved planning document in place that supports transit-oriented development.

CORE AREA

The Walnut Creek Core Area, shown in **Figure 1.3**, is designated as a PDA. The Core Area encompasses the North Downtown Specific Plan area, the West Downtown Specific Plan Area, the Traditional Downtown, and additional land to the north and south of these areas. Since they are located within a PDA, these areas may be eligible for grants and funding to help implement future capital projects.

Figure 1.3
WALNUT CREEK CORE AREA PDA



HOW TO USE THIS DOCUMENT



IF YOU ARE A COMMUNITY MEMBER

For community members who are interested in learning about this Plan, Chapter 2 will help you understand the vision and key strategies for the next 30 years in the North Downtown Plan Area. Chapters 3, 4, and 5 have more detailed information about land uses, design standards, and street improvements that you should expect to see applied to this area.



IF YOU ARE A PROPERTY OWNER OR DEVELOPER

Property owners who are interested in developing within the Plan Area should become familiar with the Plan's overall planning framework, as described in Chapter 2. Development applications and project designs will need to be consistent with the Specific Plan's development standards and guidelines (Chapter 4), as well as relevant guidance for Land Use (Chapter 3), Mobility (Chapter 5), and Infrastructure (Chapter 6).



IF YOU WORK FOR THE CITY

If you are an elected City official or City staff, you will be responsible for guiding property owners and developers in their development decisions and applications. As a representative of the City, you will use this plan to evaluate these applications and, when planning public improvements, to ensure new development is consistent with the overall vision and policies. Future public infrastructure, mobility, and public realm investments should be consistent with the North Downtown Specific Plan. The City should regularly monitor the progress being made on public projects in the Plan Area. The implementation chapter (Chapter 7) identifies specific tasks and responsibilities for implementing the plan.

WHAT IS A POLICY, STANDARD + GUIDELINE?

POLICY	Policies apply to the entire North Downtown Plan Area and are specific statements of the City’s approach and commitment to a particular topic.
STANDARD	Standards are requirements that must be followed, unless an exception to a standard is otherwise noted. Standards are typically written with “shall” statements. Some standards include numeric requirements that must be followed.
GUIDELINE	Guidelines are the City’s expectation for how site, building, infrastructure and other improvements should be designed. Projects should comply with guidelines, but there is flexibility in how projects meet each guideline depending on project design and location. These guidelines are typically written with a “should” statement.
ACTION	The Implementation Chapter has actions, including programs, activities and physical improvements, to be carried out in order to fully achieve the vision of the Specific Plan.

COMMUNITY ENGAGEMENT

Central to the creation of the North Downtown Specific Plan was an extensive community outreach process to ensure broad public participation. The City prepared a Community Involvement Strategy prior to the start of the planning process. Key goals of the community involvement efforts were:

- Open and transparent process
- Engagement and empowerment of and relationship-building with diverse community stakeholders
- Meaningful education of the public
- Close coordination with project partners and other relevant public or private agencies
- Civil and respectful dialogue among participants
- Consistent communication
- Alignment of the Plan with community needs

Community involvement in this process was critical to understand how residents, business owners, visitors, and community organizations view the North Downtown area conditions and how they envision the area in the future. The City’s strategy to accomplish the engagement goals above included a consistent review and vetting process among different groups including City Departments, North Downtown Specific Plan Advisory Committee, Planning Commission and Transportation Commission, Design Review Commission, City Council, and the public in final form. All documents, workshop materials, and plan content were reviewed by the different groups prior to being released to the public. This strategy ensured all materials were thoroughly vetted, feasible, and consistent with the Plan’s goals and assumptions prior to showing them to the community.

Review Process



Project updates were presented to the Planning Commission, Transportation Commission, Design Review Commission, Arts Commission, Parks, Recreation and Open Space Commission, City Council, and North Downtown Specific Plan Advisory Committee after project milestones.



Community members discussing plan concepts at the community workshop

Community input informed each stage of the planning process. The City’s planning team scheduled community workshops, advisory committee meetings, study sessions, hearings, and other engagement activities to ensure community input was received before moving forward. This constant communication produced an open and transparent process that helped inform and shape the development of each step in the process.



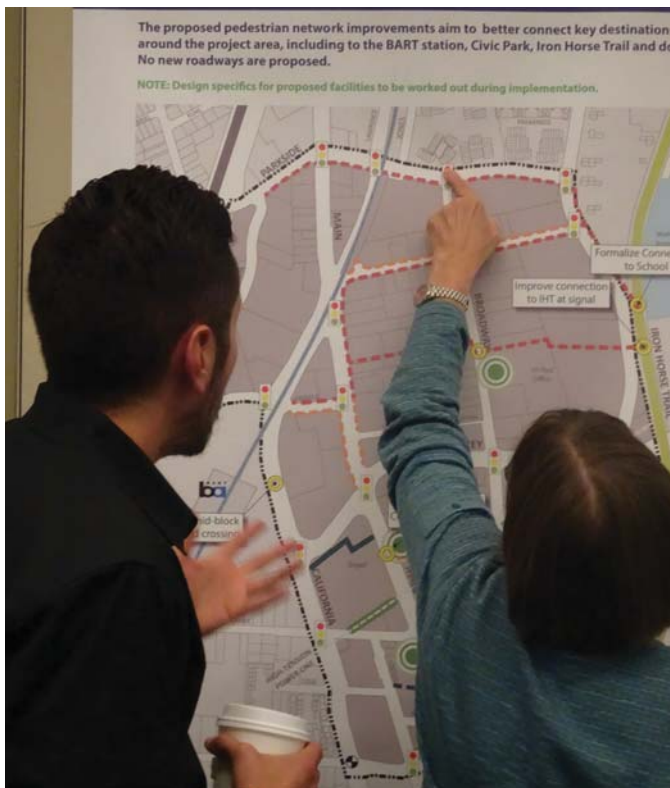
Community workshop and presentation

During the planning process, the City engaged hundreds of community members in a variety of venues and formats. These included:

- **ADVISORY COMMITTEE** (see description on the following page). The North Downtown Specific Plan Advisory Committee provided overall project guidance from the project’s start to finish.
- **WEBSITE.** The City created and maintained a project website, providing current project information, upcoming events, updates, and key milestones and project deliverables.
- **SURVEY.** Three online surveys were conducted at key phases in the planning process. Two of the surveys mimicked the activities at Workshop #2 and Workshop #3. This provided alternative methods for community input on key aspects of the planning process to reach a broader audience. Input from over 600 different respondents was received over the course of the three online surveys, and provided valuable input on project priorities, desired outcomes, and land use and circulation alternatives.
- **STAKEHOLDER INTERVIEWS.** Interviews with local stakeholders and stakeholder groups were conducted at the beginning of the project process. Stakeholders included local residents, commercial property owners and businesses impacted by the Plan Area, and the Chamber of Commerce.
- **DEVELOPER OUTREACH.** Interviews with non-profit and market-rate developers were conducted at the beginning of the project process to gain input on the feasibility of market and affordable residential development in the Plan Area.
- **APPOINTED AND ELECTED BODIES.** The project team provided updates to and received direction from the Planning Commission, Transportation Commission, Design Review Commission, and City Council at key stages in the planning process. The Advisory Committee included two members of the City Council and one member and one alternate from each of the City’s five commissions.
- **MAILING LIST.** A project mailing and email list was compiled to support regular communication through mail and email with the community and interested parties about the planning process and public meetings. The email list comprised over 1,000 individuals representing City and County stakeholders, individual homeowners and tenants, property owners, businesses, community organizations, environmental organizations, housing advocates/stakeholders, transportation advocates/stakeholders, nearby school districts, elected officials, and appointed City commissioners.

- **KICK-OFF OPEN HOUSE.** In April 2016, the City conducted an open house to kick off the project. Participants provided input on developing a vision for the Plan Area and identified major opportunities and issues. Participants were encouraged to apply to serve on the Advisory Committee.
- **COMMUNITY WORKSHOPS.** Three community workshops were conducted to provide input at key stages in the planning process. Community Workshop #1 occurred in November 2016. Participants shared their visions for what they would like the Plan Area to become in the next 30 years and participated in activities to identify and locate desired land uses and potential transportation improvements. The project team used input from this workshop and other input to draft a 30-year vision statement

and craft land use and circulation alternatives. Community Workshop #2 occurred in April 2017 when the public had an opportunity to comment on the draft land use and circulation alternatives of the Plan. This input was used to help modify the alternatives, which were then presented at Workshop #3. At Workshop #3, in July 2017, the community had the opportunity to give final input on the proposed land use and circulation concepts, special districts, and design specifications. This allowed the project team to make any final edits to the land use and circulation concepts and begin drafting the plan.



Interactive activity stations from community workshops



ADVISORY COMMITTEE

The 15-member North Downtown Specific Plan Advisory Committee provided guidance to the project team on the land use and transportation aspects of the Specific Plan and related elements such as community character and opportunities and constraints. It comprised local stakeholders, commissioners, council members and citizens who volunteered to participate in the on going meetings during the North Downtown planning process. Membership included eight at-large representatives from within or near the Specific Plan Area, including residents, property and business owners; one representative from each of the City's five commissions; and two City Council members. The meetings were chaired by members of the Planning Commission and the Design Review Commission. The Advisory Committee completed the first review of all major components of the Specific Plan before the project team released materials to the public.

The Advisory Committee's primary purpose was to:

- Review and provide input on progress reports and technical studies.
- Review plan alternatives and help identify a preferred alternative.
- Review potential opportunity sites for new development.
- Provide input on design guidelines and desirable amenities in new development.
- Review and provide feedback on the final draft of the Specific Plan.



CHAPTER 2: VISION





VISION

Over the next 30 years, the North Downtown Specific Plan Area will become **better connected** and integrated with Walnut Creek's Traditional Downtown, the BART station, Civic Park, Iron Horse Trail, surrounding neighborhoods, and the region. It will continue to be an **important jobs center** and location for automobile sales and services, while also continuing to evolve into a **vibrant mixed-use district** that integrates housing, retail, restaurant, civic, hospitality, arts and entertainment uses.

North Downtown will feature **well-designed public plazas** that attract community members of all ages, encouraging physical activity, civic events, and informal social gathering. Street trees, landscaping, pedestrian-scale lighting and public art will beautify the streets and public spaces. **Streets will be designed for all ages, abilities, and modes** including pedestrians, bicyclists, transit, and vehicles. Ygnacio Valley Road will continue to be a major vehicular route of regional significance with improved facilities for pedestrians and bicyclists. Enhanced east-west and north-south connections will provide a **diverse network** of blocks, streets, and pathways, making it easier, safer, and more comfortable for workers, residents, and visitors to get around and through North Downtown.

BETTER CONNECTIONS

- Provide better east-west connections throughout the Plan Area, especially from the Iron Horse Trail to the Walnut Creek BART station.
- Promote accessibility for all transportation modes.
- Improve the pedestrian experience, public space, aesthetics, and design quality to attract visitors, serve residents and workers, and promote walking.



VIBRANT MIXED-USE DISTRICT

- Support a diverse, sustainable mix of uses including retail, housing, workplaces, auto sales, and community spaces.
- Support both market rate and affordable housing.
- Encourage active ground-floor uses and frontages to support pedestrian activity.
- Support both a horizontal and vertical mix of uses.



RETAIN JOBS AND AUTO CENTER

- Protect and enhance the existing jobs and auto sales and service industry in the Plan Area.
- Promote new, urban showroom designs for auto dealerships looking to redevelop their properties.
- Encourage auto sales and service uses south of Ygnacio Valley Road to relocate north.
- Promote expansion of opportunities for professional-level jobs.



SOCIAL GATHERING SPACES

- Provide attractive and usable public space, outdoor dining, public art and dynamic retail experiences to create social gathering places that serve local and regional populations.
- Promote the implementation of the Arts and Makers' Row districts to create unique and inviting experiences within the Plan Area.



PROJECT GOALS

At the initiation of the North Downtown Specific Plan process, the Walnut Creek City Council established a list of project goals for the planning process. These provide a council-supported basis for the project vision and planning concepts included in this Plan.

- **REGIONAL CENTER.** To reinforce and further expand Walnut Creek’s position as a major employment, retail commercial, and housing center and as a cultural destination in the San Francisco Bay Area.
- **INCREASED EMPLOYMENT.** To plan new economic and land use policies that lead to an increase in employment opportunities in close proximity to the Walnut Creek BART station and downtown.
- **MARKET DEMAND AND AUTO TAX BASE.** To harness and direct the market demand for more urbanized development near the Walnut Creek BART station, while also preserving and enhancing the strong sales tax base in the area, especially the auto sales and service uses, which are concentrated within the Plan Area.
- **MULTIMODAL TRANSPORTATION.** To support and expand existing transit, bicycle and pedestrian transportation to manage traffic congestion, serve a diverse population, improve overall health, and build a resilient local transportation system.
- **BUILD ON N. MAIN/YVR SPECIFIC PLAN.** To expand upon the concepts of the North Main Street/Ygnacio Valley Road Specific Plan, which was adopted in 2002 prior to the arrival of denser and more urbanized residential development in areas in and near the North Main Street/Ygnacio Valley Road Specific Plan Area.
- **REINVESTMENT IN TRANSPORTATION INFRASTRUCTURE.** To direct and facilitate reinvestment and redevelopment within this portion of the Core Area of the City, and to identify new infrastructure improvements needed to expand safe access to a broad range of healthy transportation options, including walking, bicycling, and transit.
- **NON-VEHICULAR CONNECTIONS.** To identify where optimal non-vehicular transportation connections should occur, and to create and implement land use policies that take full advantage of the Plan Area’s proximity to the Walnut Creek BART station and the traditional downtown.
- **EVOLUTION FROM COMMERCIAL TO RESIDENTIAL WHERE APPROPRIATE.** To ensure that the change from commercial land uses to multi-family residential land uses occurs in a responsible and fiscally sustainable manner.

PLANNING ASSUMPTIONS

Early in the planning process, the project team identified a number of project assumptions in coordination with the project Advisory Committee. These assumptions were intended to provide parameters for how to approach a number of specific concepts, geographical locations, and physical constraints that were present in the Plan Area. They were referred to throughout the planning process and are supported by the Plan’s vision, concepts, and policies.

LAND USE PLANNING ASSUMPTIONS

- Auto sales and services will continue to be a major revenue generator for the City and will be accommodated and encouraged to intensify in the Plan Area, with particular focus north of Ygnacio Valley Road. The auto industry is changing, and the area will continue to adapt to the new auto industry conditions and trends.
- Existing multi-story office and multi-family residential buildings built since 1985 are anticipated to remain through the 30-year project horizon.
- Civic Park will serve the Plan Area as the primary park and open space. North Downtown will provide access to Civic Park and will be enhanced with small outdoor spaces such as plazas, courtyards and parklets.
- North Downtown will accommodate a portion of the City’s future housing and office needs, consistent with existing General Plan policy, which focuses growth in the Core Area.
- The character of the area will become more compact, dense and walkable in form.

CIRCULATION AND INFRASTRUCTURE PLANNING ASSUMPTIONS

- The adjacent Walnut Creek BART station will continue to operate as a major commuter rail and bus transit hub, which serves the Plan Area and the surrounding region.
- Ygnacio Valley Road will continue to be a vehicular route of regional significance, carrying between 60,000 and 70,000 car trips per day through the Plan Area.
- Civic Drive, North Main Street and North California Boulevard will continue to be major north-south routes, each carrying between 15,000 and 30,000 car trips per day.
- The Lawrence Way freeway entrance to northbound I-680 at the northwestern edge of the Plan Area will remain.
- The PG&E substation, electrical transmission line and easement in the Plan Area will remain.
- The AT&T switching center will remain in the Plan Area.



CHAPTER 3: LAND USE



LAND USE

This chapter describes the land use plan for the North Downtown Specific Plan, which is the guide for the development and use of land in the Plan Area. The land use plan comprises the land use map, shown in **Figure 3.1**, the land use categories identified in **Table 3.1**, and the land use policies to implement the vision for the Specific Plan area.

Directly north of Walnut Creek’s successful downtown and within walking distance of the Walnut Creek BART station, the North Downtown Plan Area presents a significant opportunity to promote a land use mix that provides community services and activity nodes desired by the community. The overall goal is to allow for flexibility in use and implementation as North Downtown changes over time, while preserving many of the uses there today.

As shown in **Figure 3.1**, the land use concept for North Downtown envisions a compatible variety of land uses that support the overarching goals and vision for this area. The North Downtown Specific Plan Area includes eight land use categories, as described in **Table 3.1**. With Ygnacio Valley Road bisecting the Plan Area, the land use concept was designed envisioning a unique character for parcels both north and south of Ygnacio Valley Road. Overall, the concept focuses on maintaining many of the existing uses, while clustering them into different areas to create a more cohesive pattern and design.

Existing uses north of Ygnacio Valley Road are predominately office and auto sales and services. The land use concept aims to preserve these uses, while encouraging auto dealerships that are currently located south of Ygnacio Valley Road to move to the north so they are consolidated in one area. The plan also encourages auto sales and service uses to have more compact footprints within street-facing showrooms and vehicle supply stored

offsite in a shared garage. Office uses remain along Ygnacio Valley Road and within the Golden Triangle (along with several multi-family residential projects on Riviera and on N. California Boulevard).

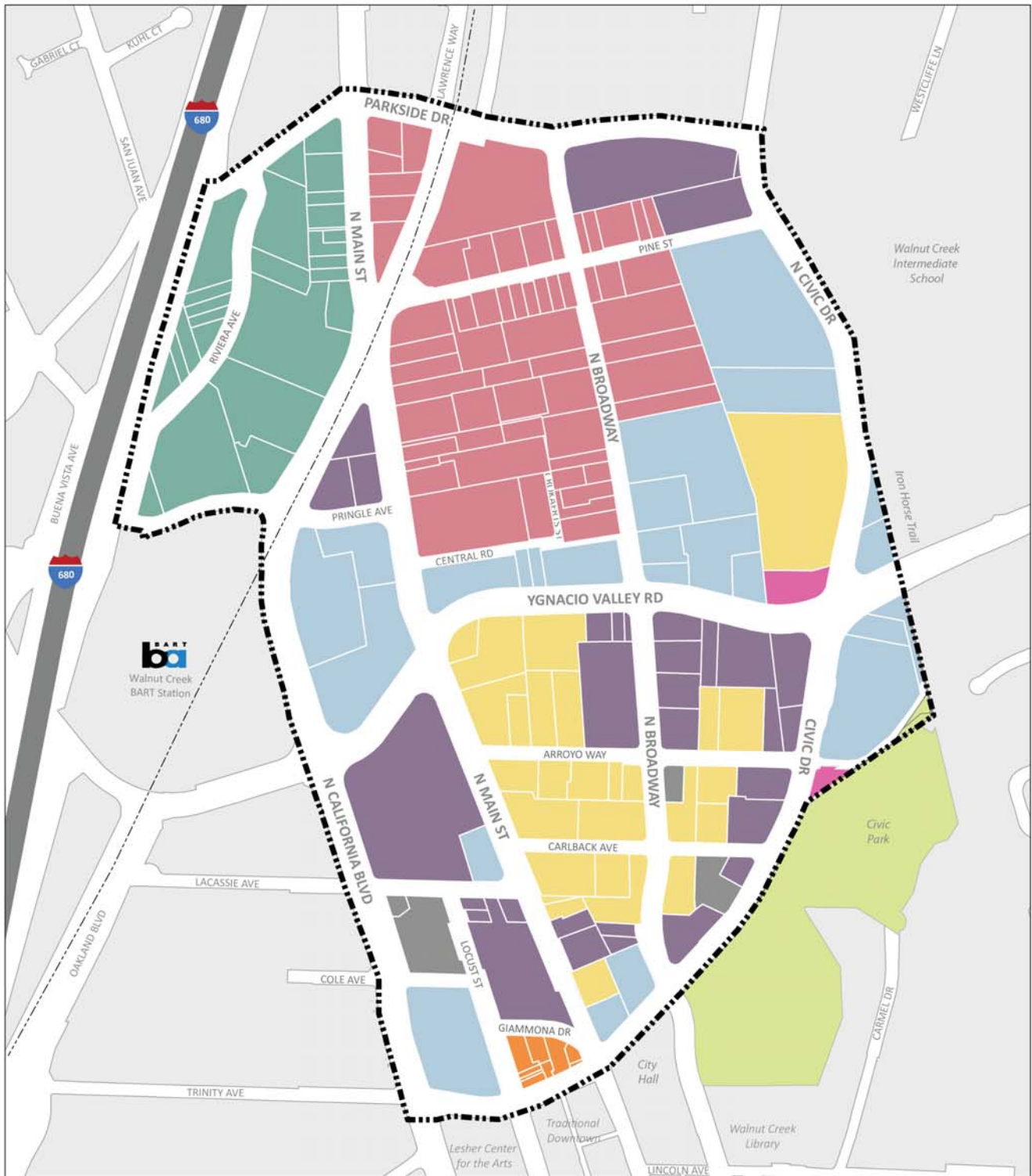
The existing land use pattern south of Ygnacio Valley Road includes a broad mix of uses, some of which are incompatible with one another. The proposed concept aims to create more consistency among future land uses with a focus on mixed-use development with housing over ground-floor, pedestrian-oriented retail, restaurant, and service businesses along North Main Street and North Broadway. The pedestrian realm will be enhanced with outdoor dining, public plazas, and other amenities in this area as it transitions towards downtown.

The land use concept introduces two “special districts:” the Arts District and Makers’ Row. These areas include policies to encourage a specific mix of uses that will make each district a unique destination unlike any other in the City. See pages 44-52 for more detailed information.

The Specific Plan’s development standards and guidelines (as identified in Chapter 4) for building heights, building frontage, and other urban design elements will guide the creation of a vibrant and well-designed mixed-use district.

During the planning process, the community expressed the desire for a vibrant, mixed-use district introducing new social gathering spaces. The land use concept will provide placemaking opportunities and sets the framework for creating memorable public spaces that contribute to people’s health, happiness, and well-being.

Figure 3.1
LAND USE CATEGORIES



- Auto Sales & Custom Manufacturing (AS-CM)
- Mixed Use - Residential (MU-R)
- Office (OF)
- Mixed Use - Commercial (MU-C)
- Pedestrian Retail (PR)
- General Retail (GR)
- Public/Semi-Public (PU)
- Golden Triangle (GT)



--- Plan Boundary - - - BART Rail

Data Sources: City of Walnut Creek GIS data, Contra Costa County GIS data, 2015 ESRI, USGS

LAND USE KEY FEATURES

Encourage consolidation of auto sales and services north of Ygnacio Valley Road, with a more compact footprint.



Support development of shared parking facilities for auto sales car storage.



Facilitate a “Makers’ Row” along Pine Street to create opportunities for hand-crafted manufacturing, such as brewing, ceramics, jewelry making, and shared technology or tool space.



LAND USE KEY FEATURES

Support development of an arts district that could include an outdoor plaza with space for outdoor events and a focus on public art.



Encourage ground-floor, pedestrian-oriented retail restaurant and service businesses along North Main Street and North Broadway.



Support additional housing south of Ygnacio Valley Road.



LAND USE KEY FEATURES

Support additional office and mixed-use buildings along Civic Drive.



Encourage additional office development north of Ygnacio Valley Road.



Enhance the public realm with small public plazas, parklets, and seating areas.



Table 3.1 defines and describes each of the land use categories in the Plan Area, consistent with the land use categories in the General Plan. The land use categories described below are abbreviated, and are not intended to replace the full descriptions found in the General Plan.

TABLE 3.1: LAND USE CATEGORIES FOUND IN NORTH DOWNTOWN

Office (OF)	Primarily administrative, professional, and general business offices that meet local and regional office space demands. Cultural facilities, restaurants, and retail stores are encouraged on the ground floor.
Auto Sales and Custom Manufacturing (AS-CM)	Primarily intended for auto dealers, auto service and repair, as well as flexible industrial artisan space for small businesses and entrepreneurs. This is a special, revised designation created for this plan to accommodate a more flexible range of artisan, industrial, and auto uses. The General Plan is being amended in coordination with this Plan to reflect this designation.
General Retail (GR)	Intended for one-stop-shop businesses that rely on customers arriving by auto, with on-site parking. Uses include discount merchandise stores, financial institutions, hardware stores, hotels, nurseries, restaurants, and shopping centers. Ground floor retail is encouraged; offices may be allowed on the second floor or above.
Mixed Use – Commercial Emphasis (MU-C)	Intended to encourage a combination of ground floor retail with office and/or residential uses above the ground floor. Retail is required on the ground floor.
Mixed Use – Residential Emphasis (MU-R)	Intended to encourage a combination of ground floor retail with office and/or residential uses above the ground floor. However, residential must be the primary use.
Mixed Use - Golden Triangle (MU-GT)	Intended to encourage a combination of ground-floor retail, high-intensity office and/or high-density residential development near the Walnut Creek BART station.
Public / Semi Public (PU)	This category encompasses facilities serving the public and the larger community good, including BART stations, the civic center, fire stations, government buildings, libraries, public utility stations and yards (but not their offices), public schools, and large, privately owned, community-serving recreational facilities.
Pedestrian Retail (PR)	The purpose of the Pedestrian Retail zone is to provide a concentration of retail activity that is destination oriented, within the City’s designated Core Area. The intent is to serve the pedestrian shopper by offering a wide variety of shops.

DEVELOPMENT POTENTIAL

The development potential of the Plan Area shown in **Table 3.2** below estimates the potential growth by land use type over the next 30 years that this Specific Plan is implemented. It also shows the difference over General Plan 2025. Since the future is inherently uncertain and the activities of private property owners are not within the City’s direct control, these are broad, planning-level estimates for the potential of future development, given the heights, intensities, and land uses specified in the Specific Plan. These numbers are not intended as predictions or quotas on development, and the actual future development mix and amount that occurs over the next 30 years will vary from these estimates.

These numbers were used to analyze economics, infrastructure, transportation, and other impacts. Buildout assumptions are based generally on the building envelope allowed in each land use designation to provide a realistic future development scenario. The Plan Area’s development potential was determined by assuming buildout of vacant and underutilized parcels.

TABLE 3.2: DEVELOPMENT POTENTIAL BY LAND USE

	Specific Plan to 2049*	General Plan 2025	Difference between Specific Plan and General Plan 2025
Residential	899 units	280 units	+ 619 units
Office	817,988 sf	563,000 sf	+ 254,988 sf
Retail	60,706 sf	2,006 sf	+ 58,700 sf
Custom Manufacturing	16,000 sf	0 sf	+ 16,000 sf
Auto Sales	-37,087 sf	22,298 sf	- 59,385 sf
Hotel	200 rooms	0	+ 200 rooms

* Includes planned and pipeline projects as of plan adoption; excludes existing and entitled projects

NORTH DOWNTOWN LAND USE POLICIES

The policies below provide area-wide directions for land use throughout the North Downtown Plan Area. They provide a policy basis and framework for the more topic-specific, location-specific design standards and guidelines found in Chapter 4.

MIX OF USES

INTENT: *To encourage mixed-use development to create diverse and self-sufficient neighborhoods and allow an appropriate mix of housing, employment, retail/services, recreation, arts, education and entertainment for the Plan Area’s residents and businesses.*

- LU 1.1 Use regulations.** Land uses in the North Downtown Specific Plan Area shall be consistent with the General Plan land use categories, shown in **Figure 3.1**.
- LU 1.2 Diverse mix of land uses.** Encourage a rich mix of land uses including office, retail, housing, services, community facilities, maker space, auto sales, and lodging.
- LU 1.3 Horizontal and vertical mixed use.** Mixed use is strongly encouraged in all of the land use designations where it is allowed. Uses may be mixed within the same building (“vertical” mixed use) or in adjacent buildings (“horizontal” mixed use).
- LU 1.4 Continuation of auto sales and services.** Existing automobile dealerships and services may remain as permitted uses. Existing automobile uses may redevelop as auto sales and services if they provide a more compact, urban format with street-facing showrooms and pedestrian-oriented building placement and entrances, as identified in the standards and guidelines in Chapter 4.

RETAIL DIVERSITY AND JOBS

INTENT: *To increase the diversity of shops and services for residents and visitors. New commercial enterprises will enliven streetscapes and public spaces, enhance the City’s tax base, and provide jobs for residents.*

- LU 1.5 Street-activating retail.** Encourage and reinforce areas of existing and new street-activating retail and other ground-floor uses in areas shown in **Figure 3.2**.
- LU 1.6 Retail preservation.** Ensure the continued presence of a diverse range of retail and service uses in the Specific Plan Area, even as the character and use mix of North Downtown change over time.
- LU 1.7 Business preservation.** Seek to retain existing retail and service businesses in order to serve the needs of the community and provide employment opportunities for residents.

- LU 1.8 Small businesses.** The City should work with local organizations including area corporations to support and retain small and local businesses in North Downtown.
- LU 1.9 Services and amenities.** Support an increasing range of services, retail shops, community facilities, public outdoor spaces, and other neighborhood amenities to serve new and existing residents and workers.
- LU 1.10 Grocery store.** Through development incentives, encourage the addition of a full-service grocery store in the North Downtown area.

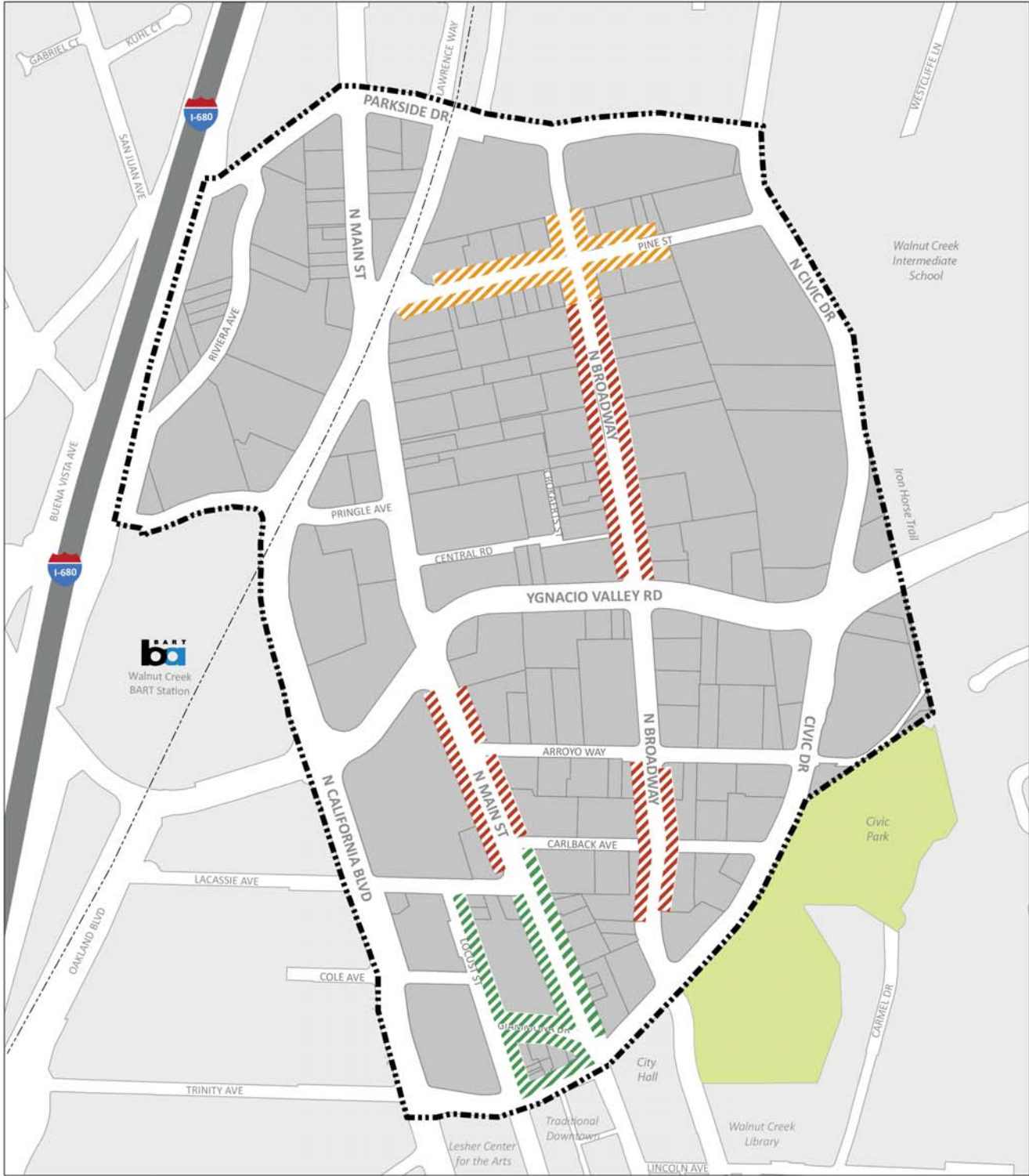
SOCIAL GATHERING PLACES

INTENT: *To activate streets and create new social gathering places for residents and visitors of Walnut Creek to enjoy.*

- LU 1.11 Entertainment and dining.**
Encourage entertainment, dining, cultural uses, and other social gathering spaces to activate the area, draw visitors, and serve residents throughout the day.
- LU 1.12 New plazas and public space.**
Encourage a variety of public outdoor spaces, pedestrian-oriented streetscapes, and gathering spaces to meet the needs of new and existing residents, visitors, workers and businesses. Chapter 4 goes into detail of how increased height and FAR could be granted in exchange for public amenities.
- LU 1.13 Evening and weekend activity.**
Encourage uses that bring evening and weekend activity, such as retail shopping and services; food stores; restaurants and cafes; entertainment venues; health clubs; community facilities; outdoor public spaces; and other similar uses.

Figure 3.2

PRIORITY AREAS FOR STREET-ACTIVATING GROUND FLOOR USES



- Maker's Row artisan, workshop, and custom manufacturing retail encouraged
- Arts and entertainment spaces, galleries, retail, cafes, and restaurants encouraged
- Neighborhood-serving services, retail, cafes, and restaurants encouraged

0 0.05 0.1 0.2 Miles

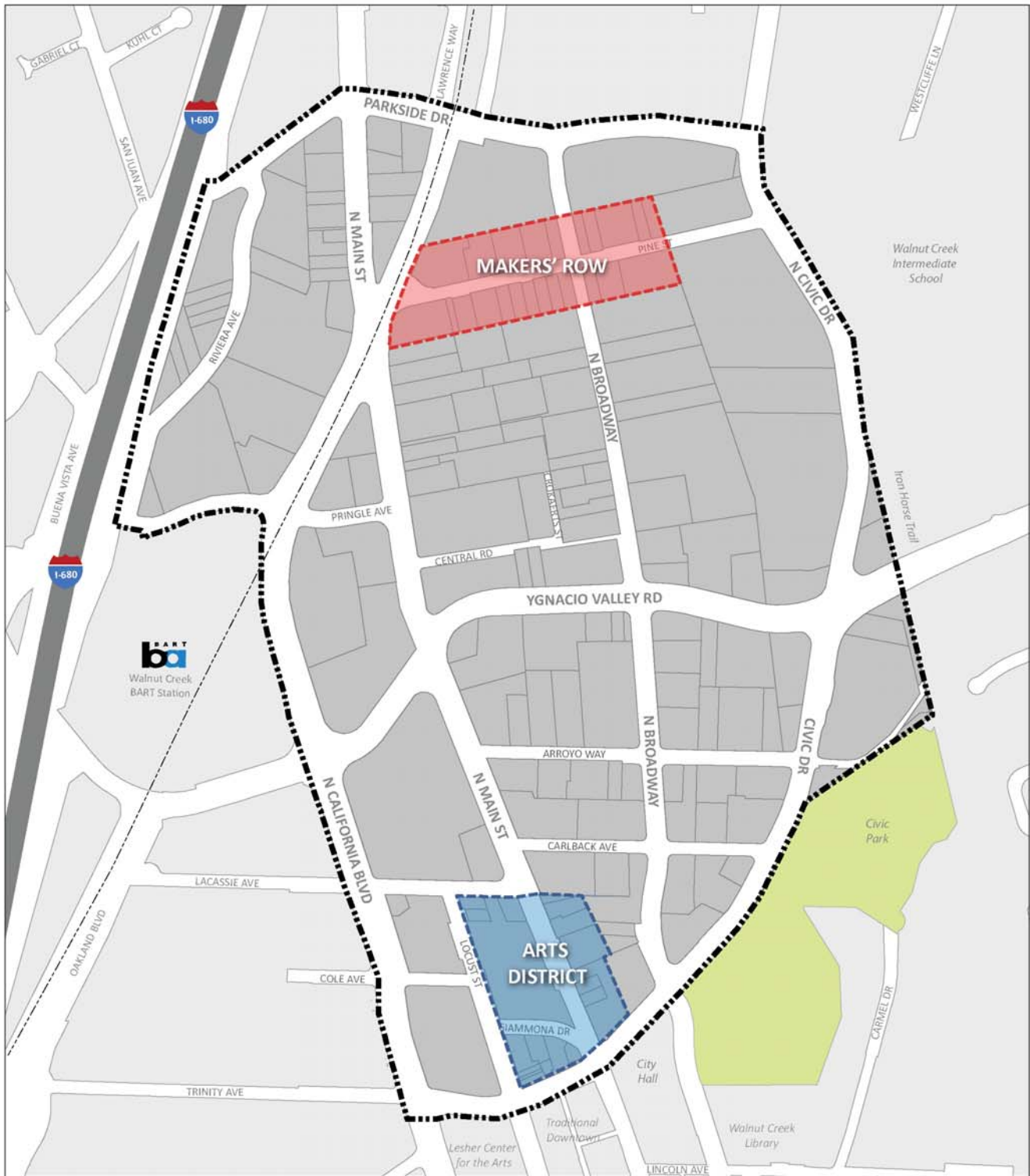
Plan Boundary --- BART Rail

Data Sources: City of Walnut Creek GIS data, Contra Costa County GIS data, 2015 ESRI, USGS

SPECIAL DISTRICTS

Figure 3.3 illustrates the two special districts envisioned within the Plan Area: Makers' Row and the Arts District. The intent of these districts is to create areas with a distinct, unique character, and to attract similar, complementary businesses and activities operating within close proximity of one another. These areas are intended to become local and regional destinations and provide other retail and gathering spaces near Walnut Creek's downtown.

Figure 3.3
SPECIAL DISTRICTS



Data Sources: City of Walnut Creek GIS data, Contra Costa County GIS data, 2015 ESRI, USGS

MAKERS' ROW

The area along Pine Street between N. Main Street and N. Civic Drive, as shown in **Figure 3.3**, is envisioned as the Makers' Row District – an area that is unique to Walnut Creek and the greater region. This district is intended to provide a variety of flexible industrial artisan spaces that can be used for design and production as well as accessory retail sales or display. The district is also envisioned to have a focus on local, unique small businesses and the opportunity for collaborative work spaces, workshops, or co-working space. The concept is envisioned to be integrated and compatible with the existing auto sales and service uses. It is intended to focus on street character and small-format, visitor-focused spaces, while providing an outlet and display area for the large variety of creative industrial processes occurring throughout the North Downtown Area. Makers' Row is within the Plan Area's Auto Service and Custom Manufacturing land use category, and will complement the existing character and businesses. Makers' Row will encourage entrepreneurs, incubator businesses, small and local businesses to open storefronts and operate in this area, while allowing retail spaces as accessory to the primary use to sell products produced on-site. It will have a unique, trendy character and is intended to provide affordable leasing space. Amenities such as high-speed internet are encouraged to attract and support a range of creative businesses and activities. The plan acknowledges the challenges to new development in this area given the small parcel sizes. As a result, the plan allows reduced on-site parking to incentivize new development, encourage a walkable environment, and increase the economic viability of development of the small parcels within Makers' Row (see **Table 5.2** in Chapter 5).

Ancillary residential use is allowed in Makers' Row as a way to activate the space, provide housing for

artisans or workers in the area, and potentially make future adaptive re-use of existing buildings or new development in Makers' Row more financially feasible. The format for potential ancillary housing is anticipated to be industrial-style lofts, studios, micro-units, live-work units, shared housing, or other small-scale housing types in small mixed-use buildings. Single-use residential buildings or large-scale residential use is not allowed or anticipated in Makers' Row.

DESIRED CHARACTER:

- Edgy and trendy
- Unique
- Flexible
- Artisan industrial
- Affordable
- Shopfronts
- Outdoor seating

DESIRED USES:

- Artist studio work space
- Bike manufacturing
- Ceramic studios
- Collaborative workspace
- Custom apparel and costumes
- Custom bookbinding
- Custom jewelry manufacturing
- Leather works
- Maintenance and repair of small equipment and tools
- Metalsmithing
- Micro-brewery
- Printing
- Processing and fabrication
- Product design
- Woodworking
- Retail sales and showrooms (accessory to primary use)
- Food production and processing
- Ancillary residential
- Shared work spaces



Industrial architecture



Rivendell Bicycle Works, an existing custom manufacturing use in North Downtown



Maker spaces and industrial art studios



Unique street furniture and outdoor gathering space



Unique signage

MAKERS' ROW POLICIES

LU 2.1 Auto Sales and custom manufacturing. In addition to allowed uses in the base zones, allow and encourage the following types of uses anywhere in Makers' Row:

- Artist studio work space
- Bike manufacturing
- Ceramic studios
- Collaborative workspace
- Custom apparel and costumes
- Custom bookbinding
- Custom jewelry manufacturing
- Leather works
- Maintenance and repair of small equipment and tools
- Metalsmithing
- Micro-brewery
- Printing
- Processing and fabrication
- Product design
- Woodworking
- Retail sales and showrooms
- Food production and processing
- Ancillary residential
- Shared work spaces.

LU 2.2 Desired character. Encourage the use of unique architectural features, facades, and outdoor spaces in the Makers' Row area to create a trendy, edgy, industrial look and feel.

LU 2.3 Workspaces affordable by design.

Encourage a flexible range of designs and formats for spaces in Makers' Row and nearby custom manufacturing uses – such as shared workspaces, community workspaces and cooperatives, smaller work spaces, multiple tenants within one larger floor-plate building, minimalist or industrial design to reduce development costs, or other creative concepts that will increase affordability.

LU 2.4 Retail use in Makers' Row. Direct retail sales of those products produced on site is allowed and encouraged within the Makers' Row area, as an accessory to the primary use.

LU 2.5 Residential use in Makers' Row. Small-scale residential use is allowed and encouraged in Makers' Row as an ancillary to the primary non-residential use. Single-use residential is not allowed, and any residential use must be located within the primary structure on upper stories, or on the ground floor if more than forty feet from the back of the sidewalk, only as part of a mixed use building that has non-residential use on the ground floor. Potential residential uses should be consistent with the goals and character of Makers' Row, and could include lofts, micro-units, shared housing, studios, live/work units, or other creative housing types consistent with the desired artisan industrial character of Makers' Row.

ARTS DISTRICT

The Arts District is located along the southern edge of the Plan Area, south of Carlback Avenue, focused along N. Main Street and Giammona Drive. The District is an expansion of the existing Arts District around the Leshner Center for the Arts which is directly adjacent to the south. It will build upon existing art and entertainment uses and encourage new ones to locate in the area, which could include art galleries, music venues, restaurants, hotels, conference facilities and outdoor public gathering spaces. The District will have an artsy, creative, and colorful atmosphere that will become a local and regional destination for people to gather, with a variety of artistic venues and activities. The desired Arts District character is intended to extend to the design of the streetscape and public outdoor space, with public art, creative street furnishings, unique lighting, and artistic features integrated into paving and infrastructure.

GIAMMONA PLAZA

Giammona Plaza, as illustrated in **Figure 3.4**, is envisioned as a major new pedestrian-oriented public space along the north side of Giammona Drive, between Locust and North Main Streets, with flexible space for dining, arts and entertainment, and community gathering. It could occur in a variety of orientations, could be incorporated into future redevelopment of the Honda site (1707 North Main Street), and would play an important role in creating a center of activity and identity for the Arts District. The existing Farmers' Market is anticipated to continue in the Arts District, and future creation of Giammona Plaza or other public spaces may offer an opportunity for a new or expanded Farmers' Market venue. Giammona Plaza could also be a forum for other public community events such as live music, community exhibits, art installations, public

DESIRED CHARACTER:

- Artsy
- Creative
- Fun
- Colorful
- Unique
- Flexible
- Shopfronts
- Community gathering spaces

DESIRED USES:

- Art galleries, art studios
- Commercial recreation and entertainment
- Conference facilities
- Flexible outdoor public space for events like farmers' market, art street fair, or live music
- Hotel
- Housing
- Live/work units
- Artists' workshops
- Museums
- Music venues like concert halls
- Restaurants
- Rooftop dining and community spaces
- Retail
- Live theatre
- Performing arts venue

sculptures, and interactive and experiential art. As shown in **Figure 3.4**, Giammona Drive would be transformed into a shared-use street concept with limited vehicular access while continuing as a public right-of-way. A shared-use street is where pedestrians, cyclists, and motorists share the same physical facility, and pedestrians are given priority. This would make Giammona Plaza more pedestrian-oriented and allow a flexible space for public events in a variety of orientations. Design considerations for the roadway redesign may include retractable bollards, special paving, and limited on-street parking to enhance pedestrian safety and emphasize priority for pedestrians.

Figure 3.4

ILLUSTRATIVE CONCEPTS FOR A FUTURE GIAMMONA PLAZA



Illustrative concepts for a new pedestrian-oriented Giammona Plaza along Giammona Drive between Locust and Main Street, with flexible space for dining, arts and entertainment, and community gathering in a variety of potential orientations.



Outdoor music events



Colorful signage and wayfinding



Shared street



Farmers' market



Retail frontage



Outdoor plazas and gathering places catered to the arts

ARTS DISTRICT POLICIES

LU 2.6 Arts District. In addition to allowed uses in the base zones, allow and encourage the following types of uses anywhere in the Arts District:

- Art galleries, art studios
- Commercial recreation and entertainment
- Conference facilities
- Flexible outdoor public space for events
- Hotel
- Housing
- Live/work units
- Artists' workshops
- Museums
- Music venues like concert halls
- Restaurants
- Retail
- Live theatre
- Performing arts venue

LU 2.7 Farmers' market. Encourage the retention and potential for expansion of the Walnut Creek Farmers' Market.

LU 2.8 Desired character. Encourage the use of unique architectural features, facades, and outdoor public spaces to create an artsy, unique look and feel focused on arts, entertainment, and community gathering.

LU 2.9 Giammona Plaza. Encourage a large, new, flexible, pedestrian-oriented public outdoor space along Giammona Drive, leveraging existing retail frontage with the anticipated redevelopment of the Honda site (1707 North Main Street). The plaza should be at least 22,000 square feet in size and include sidewalk, hardscape, landscape, amenities, and outdoor dining areas, with land to be provided in coordination between the property owner and the City.

LU 2.10 Art in public places. Promote art as a placemaking tool by allowing the City to use funds collected for the City's Public Art Fund to increase temporary and permanent art installations in public spaces and by using art as a strategy to activate public space. Consider the placement of an interactive signature piece in the Arts District to enhance this special district.

LU 2.11 Artist housing. Encourage live/work spaces in Mixed Use designations (MU-C and MU-R) that provide artist living quarters.

LU 2.12 Community programming and events. Allow and support special events conducted by local organizations, property owners, tenants, or other organizations that bolster Walnut Creek as a regional leader in cultural, musical, and historical activities and events.

LU 2.13 Unique identity. Allow and encourage private buildings and development projects that promote arts and culture through the addition of signs, distinctive landscaping, monuments, and/or other features that identify the Arts District as a distinct place.

LU 2.14 Pedestrian-oriented amenities. Encourage new development to provide features of public interest, such as light and water features, which will attract and entertain.

LU 2.15 Outdoor performance and exhibit space. Support the maintenance and development of outdoor areas for the performance and exhibition of arts festivals and events.

HOUSING

Housing is envisioned to play an important and increasing role in the North Downtown Specific Plan Area, leveraging the transit-oriented location and existing retail amenities while meeting a critical local and regional need for more housing. The intention of the Specific Plan is to promote a range of housing options and affordability levels in the Plan Area. The following housing policies are complemented by implementation actions, incentives, and related programs described in Chapter 7, “Implementation.”

HOUSING POLICIES

- LU 3.1 Mix of housing types.** Encourage a range of housing types and sizes – including small, medium, and large residential units for a variety of different household sizes and stages of life-throughout the Plan Area by providing outreach and education to developers to support these housing types.
- LU 3.2 Affordable by design.** To the extent allowable under citywide land use policies, allow and support the flexible range of housing types – such as smaller unit sizes, compact housing types, intergenerational housing, co-housing, live-work, ancillary dwelling units, or other innovative housing formats and design techniques – to increase or maintain the affordable housing supply.
- LU 3.3 Affordable housing incentives.** Develop new and apply existing incentives for affordable housing. Continue to research and adopt best practices to incentivize new housing construction. Apply existing city incentives (e.g., providing City affordable housing funding such as CDBG) to promote the development of affordable housing in the Plan Area.
- LU 3.4 Funding sources.** Consider innovative funding sources, tax credit programs, and public-private partnerships as a way to make affordable housing more viable in the Plan Area.

POTENTIAL AFFORDABLE HOUSING STRATEGIES

In addition to state laws that support the provision of affordable housing (such as the Housing Accountability Act or the state Density Bonus Law, found in California Government Code Sections 65915-65918), there are a number of locally controlled policies and programs that are available to cities to increase the supply of affordable housing. Walnut Creek has implemented some of these, such as requiring new commercial development to pay a Commercial Linkage Fee, and adopting an inclusionary housing ordinance, which requires new residential developments to provide on-site affordable units or pay a fee to support the creation of affordable housing. In addition, this North Downtown Specific Plan includes a community benefits process where some projects may be eligible for increased development potential if they provide community benefits such as affordable housing (see Chapter 4). In addition to the policies described above, the City may consider additional programs to promote additional affordable housing opportunities within the Plan Area, as described below.

AFFORDABLE HOUSING INCLUSIONARY REQUIREMENT

The City currently requires all residential development projects either to provide affordable housing on site or to pay an in lieu fee. In November 2017, the City revised its inclusionary ordinance to increase the fee and expand the types of housing projects that must pay the fee. The City policy is to review the fee structure every few years.

INCOME CATEGORIES FOR AFFORDABLE HOUSING

- Extremely low income (Less than 30% of area median)
- Very low income (30-50% of area median)
- Low income (50-80% of area median, and in some instances, less than 60% of area median)
- Moderate income (80-120% of area median)
- Above moderate income (More than 120% of area median)

ENHANCED INFRASTRUCTURE FINANCING DISTRICTS

Adopting the North Downtown Specific Plan will likely serve as a catalyst for new development within the North Downtown Specific Plan area. New development will increase the assessed value of properties within the North Downtown Specific Plan, which will, in turn, increase the amount of property tax revenue to the City's General Fund. Enhanced Infrastructure Financing Districts (EIFDs) are a tax increment financing tool available to cities to dedicate new property tax revenues to fund new facilities and affordable housing.

"SUPER-DENSITY BONUS" INCENTIVES

California's density bonus regulations allow a 35 percent increase in allowable density for projects meeting certain thresholds of affordability. Incentives above and beyond the State limit, including additional density and "by right" height bonuses, could be considered for developers who provide higher percentages of affordable units or deeper levels of affordability. Given the area's proximity to transit and the land uses envisioned by this plan, the City could consider further changes to its density ordinance.



CHAPTER 4:
**DEVELOPMENT
STANDARDS +
GUIDELINES**



DEVELOPMENT STANDARDS + GUIDELINES

The following chapter provides development standards and guidelines to help achieve the vision for North Downtown. It complements other citywide guidance such as the municipal zoning ordinance – which provides more detailed regulations for a variety of topics such as signage, parking, and allowed uses. There is also a wide range of state laws that impact local planning and development in a variety of ways, and which may apply to future development in the North Downtown area. For example, as described in the “Community Benefits Policies” section of this chapter (Page 64), there are already existing state and local provisions that grant additional development rights for projects with high levels of affordable housing. These existing state and citywide provisions will continue to apply to the North Downtown as they currently do. The intent of the Specific Plan’s standards and guidelines is to supplement these existing state and citywide provisions with more specific guidance for how to achieve the unique vision for North Downtown.

The Specific Plan’s standards and guidelines apply to future public improvements and private development in the North Downtown Specific Plan Area, addressing the design of both new buildings and renovations to existing structures. The intent of these standards and guidelines is to:

- Encourage a compact development pattern with new connections that capitalize on the proximity to BART and downtown
- Create attractive, high-quality public spaces, landscaping, and pedestrian-oriented amenities that are safe, vibrant, and accessible to all
- Design architecturally interesting, appropriately scaled buildings to produce a high-quality urban form that contributes to vibrant area of walkable blocks and varied experiences

- Foster a strong sense of community through well-designed private and public spaces, with community gathering spaces for events and a variety of locally serving amenities
- Create a coordinated and consistent urban design character for public facilities.

This chapter is complemented by and consistent with the guidance for land use, transportation, and public infrastructure found in other chapters. For some topics, there is specific guidance about a particular location, land use category, frontage type, or other specific design situation that may arise. For other topics, guidance applies to the entire Plan Area. Any discrepancy between the applicable citywide guidelines and the guidelines found in this document shall be resolved through the Design Review Process.

The chapter is organized into the following topical sections:

- 1 BASE HEIGHT AND INTENSITY**
- 2 COMMUNITY BENEFITS PROCESS**
- 3 SETBACKS**
- 4 SITE PLANNING**
 - Site Access and Connectivity
 - Publicly Accessible Outdoor Space
 - Private Outdoor Space
 - Landscaping
 - Parking Design
 - Fences and Walls
 - Lighting
- 5 BUILDING ARCHITECTURE**
 - Massing and Articulation
 - Architecture and Materials
 - Frontage and Facades
- 6 AIR, LIGHT, AND PRIVACY**
- 7 BUILDING SIGNAGE**
- 8 PUBLIC ART, STREETScape FURNISHINGS, AND WAYFINDING**

1 BASE HEIGHT AND INTENSITY

The height and intensity of buildings is a defining feature for an area’s overall design, character, and use. North Downtown – with its opportunities for infill development, proximity to BART and downtown, and existing mixed-use character – provides one of Walnut Creek’s most appropriate locations for taller, higher intensity buildings. A higher concentration of workers, residents, shoppers, and visitors in the area will contribute to the success of this transit-oriented area and the downtown while creating a unique urban neighborhood. At the same time, the North Downtown area should remain compatible with the overall community context of Walnut Creek. Building heights in the Plan Area are consistent with Measure A, a voter initiative passed in 1985 by residents of Walnut Creek that places limits upon building heights in the City. Floor Area Ratios (FAR) are driven by a combination of land use and what is realistic within the allowed heights.

Within this context, the Specific Plan establishes a maximum for height and intensity that is available to all potential development projects. All parcels have a Max FAR and Max Height “base,” as shown in **Figure 4.1**. The Plan also provides a way to achieve additional intensity (and in some cases additional height, up to Measure A limits shown in **Figure 4.2**) for projects that provide community benefits in accordance with a defined list of priorities, subject to the review and approval of City Council. Parcels that would qualify for this benefit are shown in black in **Figure 4.3** and have a Max FAR and Max Height “with community benefit.” These height and intensity parameters establish an overall development envelope for future buildings, but are complemented by additional design guidance in this chapter related to building massing, articulation, setbacks, frontage, architecture, and outdoor space.

BASE HEIGHT AND INTENSITY STANDARDS

INTENT: *To ensure new development is the appropriate height and scale and consistent with surrounding development.*

DSG 1.1 Base height and intensity. **Figure 4.1** shows the maximum base height and floor area ratio (FAR) for development in the Plan Area without provision of community benefits. See page 59 for an explanation of FAR.

DSG 1.2 Parking structures excluded from FAR. Consistent with the City’s Zoning Code, parking structures will be excluded from the FAR calculation, including garages

used for vehicle inventory storage by auto dealerships.

DSG 1.3 Parcels split between height and intensity zones. For a small number of parcels, height and FAR maximums are split within the parcel as a result of Measure A maximums that run across these parcels. For these parcels, FAR and height should be calculated and applied in the following way:

MEASURE A

On March 12, 1985, Walnut Creek voters approved the Building Height Freeze Initiative as follows:

- (a) The building height limitation in the Zoning Ordinance shall not be raised without the approval of the electorate.
- (b) No use permits to exceed the basic building height limitations of a land use district shall be granted.
- (c) No permit shall be issued to construct a building over 89 feet tall or six stories in height without the approval of the electorate.

Measure A capped the maximum height permitted on each parcel in the city. As shown in **Figure 4.2**, a majority of parcels in the Plan Area have building heights capped between 35 and 50 feet, unless a taller height is specified on a Building Height Zone Map. Parcels surrounding BART and along North California Boulevard allow building heights up to 89 feet, the tallest buildings permitted under Measure A.



The Ave project (formerly “Ascent”) was built in accordance with different Measure A height maximums that applied to different parts of the same parcel

- FAR for split parcels.** FAR must be calculated separately for each different intensity area, but then may be proportionally combined and distributed across the site. For example, a project with 50% of its land area in a 1.6 FAR zone and 50% in a 2.0 FAR zone may have a combined maximum FAR of 1.8 ($1.6 \times 50\% + 2.0 \times 50\% = 1.8$) distributed within building space across the entire site. A project with 30% of its land area in a 1.6 FAR zone and 70% in a 2.0 FAR zone would have a combined maximum FAR of 1.9 ($1.6 \times 30\% + 2.0 \times 70\% = 1.9$) distributed across the site. Calculations are rounded to the nearest tenth.

- Height for split parcels.** Heights must be consistent with the height and intensity map (**Figure 4.1**) as applicable for any given location on the parcel, and cannot be combined or distributed across the site.

DSG 1.4

Light and privacy. Buildings must be designed to protect sunlight and privacy on adjacent properties, especially where taller structures abut low-rise buildings.

DSG 1.5

Daylight plane. Where extra height is permitted, upper floors may still be subject to daylight plane or “step back” requirements to reduce the mass of the building and preserve sunlight and privacy on adjacent sites.

FLOOR AREA RATIO (FAR)

Development intensity, which applies to nonresidential and mixed uses, refers to the extent of development on a parcel of land or lot. Floor area ratio (FAR) is used as a measure of non-residential or mixed-use development intensity. FAR expresses the intensity of use on the lot. The FAR represents the ratio between the total gross floor area of all buildings on a lot and the total net land area of that lot, both expressed in square feet. For example, a 20,000 square foot building on a 40,000 square foot lot yields a FAR of 0.5. A single-story building that covers half of the lot, a two-story building covering one-quarter of the lot, or a four-story building covering one-eighth of the lot are all representations of a 0.5 FAR. Non-habitable spaces such as parking structures and unfinished basements are not included in FAR calculations.

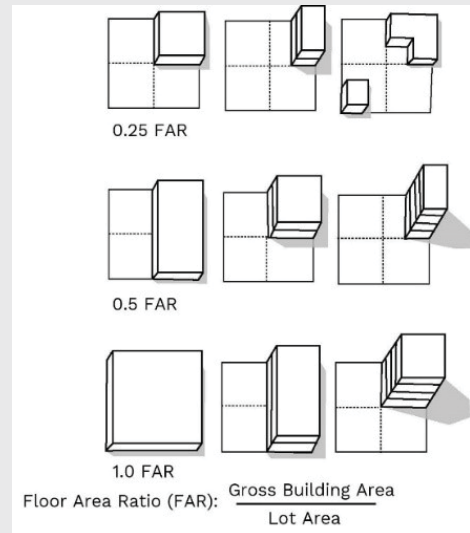
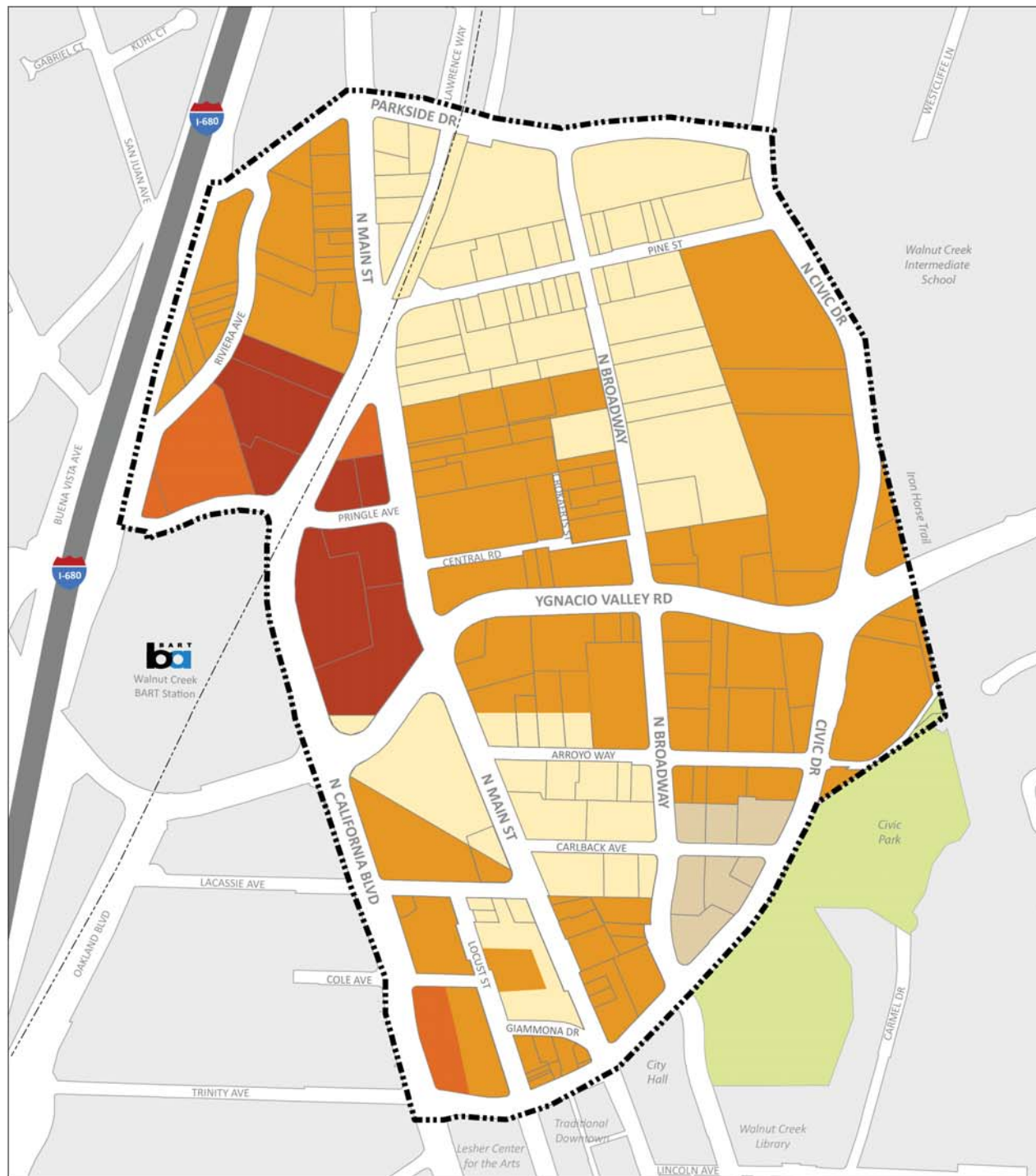


Figure 4.1

BASE INTENSITY AND BUILDING HEIGHT



Max FAR (base)	Max Height (base)
1.5	35'
1.8	45'
1.8	50'
2.5	70'
3.5	89'

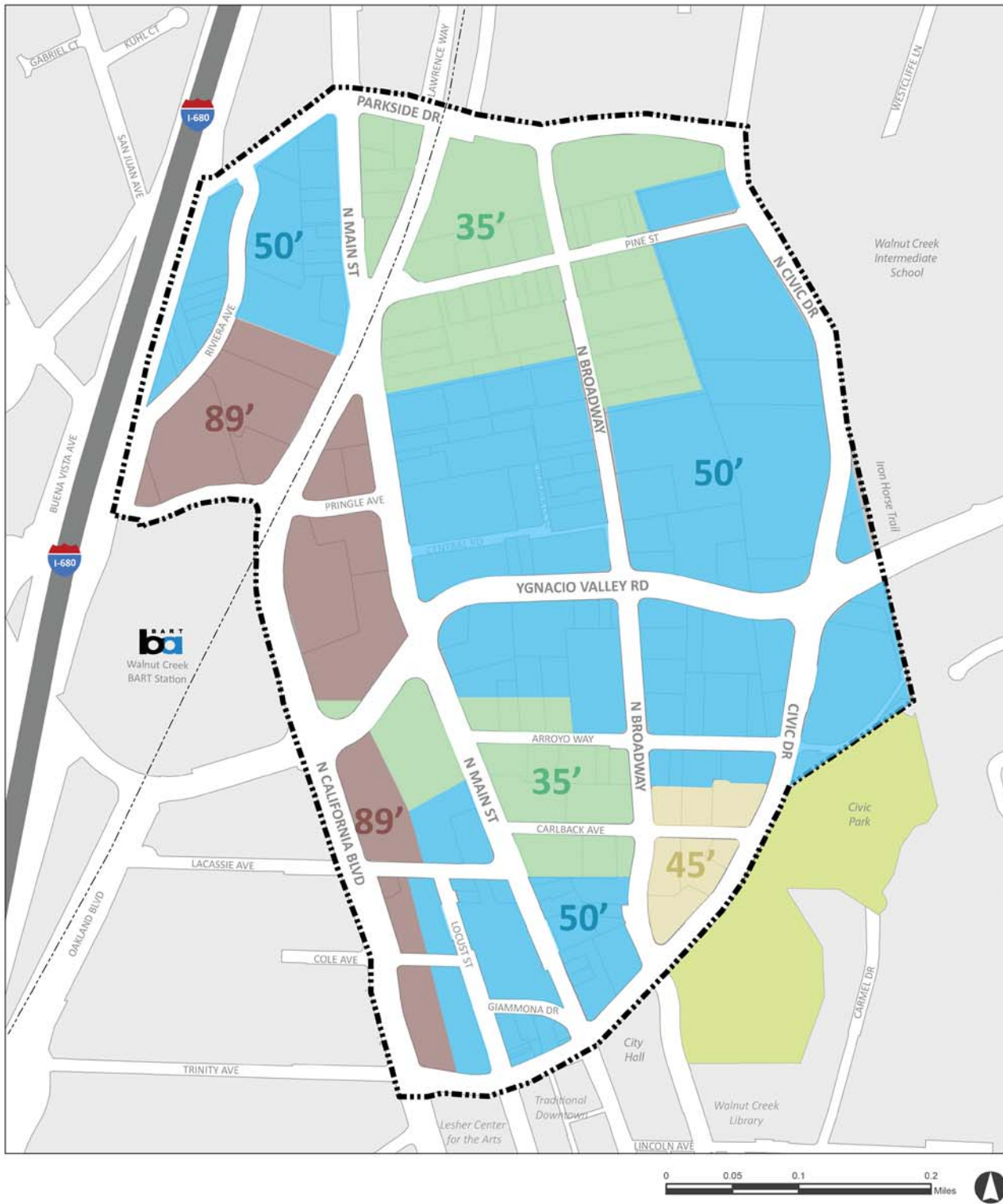


--- Plan Boundary - - - BART Rail

Data Sources: City of Walnut Creek GIS data, Contra Costa County GIS data, 2015 ESRI, USGS

Figure 4.2

MEASURE A HEIGHT MAXIMUMS (VOTER-ESTABLISHED 1985)



--- Plan Boundary - - - - BART Rail

Data Sources: City of Walnut Creek GIS data, Contra Costa County GIS data, 2015 ESRI, USGS

2 COMMUNITY BENEFITS PROCESS

BACKGROUND:

A community benefits process allows a win-win approach to development. It provides an opportunity for a developer to receive additional development potential for a project in exchange for providing an amenity desired by the community, such as a new public plaza or shared public parking. The nature of the benefits is driven by a community's needs, priorities, and economic conditions. Many cities and counties adopt community benefits processes in order to recapture a portion of the increased land values afforded developers by increased intensity and density. This is a way to enhance the public sphere with additional amenities beyond those already required by municipal code.

INTENT:

The intent of the community benefits process in North Downtown is for new developments to provide enhancements that benefit the community in exchange for increased development potential. The City already collects fees to address the impacts of development on parks, transportation, and affordable housing. The amount of these fees is based upon nexus studies that demonstrate the direct connection between new development and the additional cost of providing these services. The community benefits process provides a mechanism for financing capital improvements and other public services that would be prohibitively expensive if funded solely by the public sector.

APPLICABILITY:

The community benefits process is applicable to all sites in the North Downtown, making all properties within the Plan Area eligible for a 1.0 FAR bonus. In addition, as shown in Figure 4.3, 16 sites within the Plan Area (those with General Plan height limits less than Measure A) are also eligible for potential height increases if the developer provides community benefits.

PROCESS:

Each project will be approved by the City Council as part of a Planned Development permit for the desired bonus in exchange for the community benefit(s). A project will not automatically receive the new maximum development concession with the provision of a community benefit, but may be granted an increase up to the maximum with community benefit, depending on the benefit(s) conferred. Further refinement of the community benefits process will occur as a near term implementation item, and will be adopted by Council resolution.

The City’s preference in granting additional development rights is that the community benefits be administered through a program that balances flexibility and certainty. In some instances, this may result in benefits provided onsite and incorporated into the project itself. In other instances, this may result in benefits provided offsite. It may also be acceptable to collect the monetary equivalent of the benefit and “bank” it for a special capital improvement once sufficient funds are raised.

The pursuit of additional development potential in exchange for community benefits incentives on a project is optional. Some developers may build to the baseline maximums, pay the required impact fees, and not request bonuses. Other developers may wish to take advantage of the opportunity for additional floor area and height, seeing the potential for returns that outweigh the costs of providing the community benefits. The total amount of development in North Downtown will not be permitted to exceed the maximum levels “with community benefits” specified in this Specific Plan without first amending the Plan and complying with the California Environmental Quality Act (CEQA).



Flexible space for community gathering and outdoor dining



Mid-block pedestrian and bicycle connection

MENU OF OPTIONS AND PRIORITIES

Table 4.1 provides a menu of potential community benefit options that could be provided by new development projects. The list is intended as a first step toward a more comprehensive community benefits program, to be created in late 2019 or early 2020. As noted in Chapter 7, the program will identify: (a) the top priority community benefits (and potentially specific benefits that are desired on the larger development opportunity sites); (b) the relative value of different community benefits in terms of bonus floor area, height, and density; and (c) the logistics for awarding bonuses (for example, a point system vs negotiated benefits, providing benefits on-site vs paying into a fund for benefits to be provided elsewhere, etc.).

To achieve the maximum FAR and height “with community benefits” as shown in **Figure 4.3** and described in this chapter, a developer must provide one or more community benefits, approved by the City Council as part of a Planned Development permit, consistent with the options and priorities shown in **Table 4.1**. The exact nature of the benefits should be driven by the needs, priorities, and economic conditions of the community, as determined by City Council. For projects that receive a height increase through provision of community benefit, the Max FAR may correlate with that increased height. For instance, if the maximum height of a project increases from 35 feet to 50 feet through the provision of community benefit, the associated Max FAR will be 2.8.

COMMUNITY BENEFITS POLICIES

INTENT: *To incentivize the provision of community benefits in exchange for increased height and floor area ratios.*

- DSG 2.1 FAR increase with community benefits.** Any project in the Plan Area that provides community benefits according to the process and priorities described in this chapter may achieve up to the maximum FAR “with community benefits” shown in **Figure 4.3**. The amount of FAR bonus received is at the discretion of the City Council depending on what community benefit(s) a project provides.
- DSG 2.2 Height increase with community benefits.** Locations outlined in **Figure 4.3** are eligible for a height increase up to the Measure A maximum, according to the process and priorities described in this chapter. For locations not highlighted in **Figure 4.3**, no height increase is available.
- DSG 2.3 MU-C Density Bonus.** All properties designated Mixed-Use Commercial are eligible for a density bonus with community benefits, as specified in the MU-C zoning.

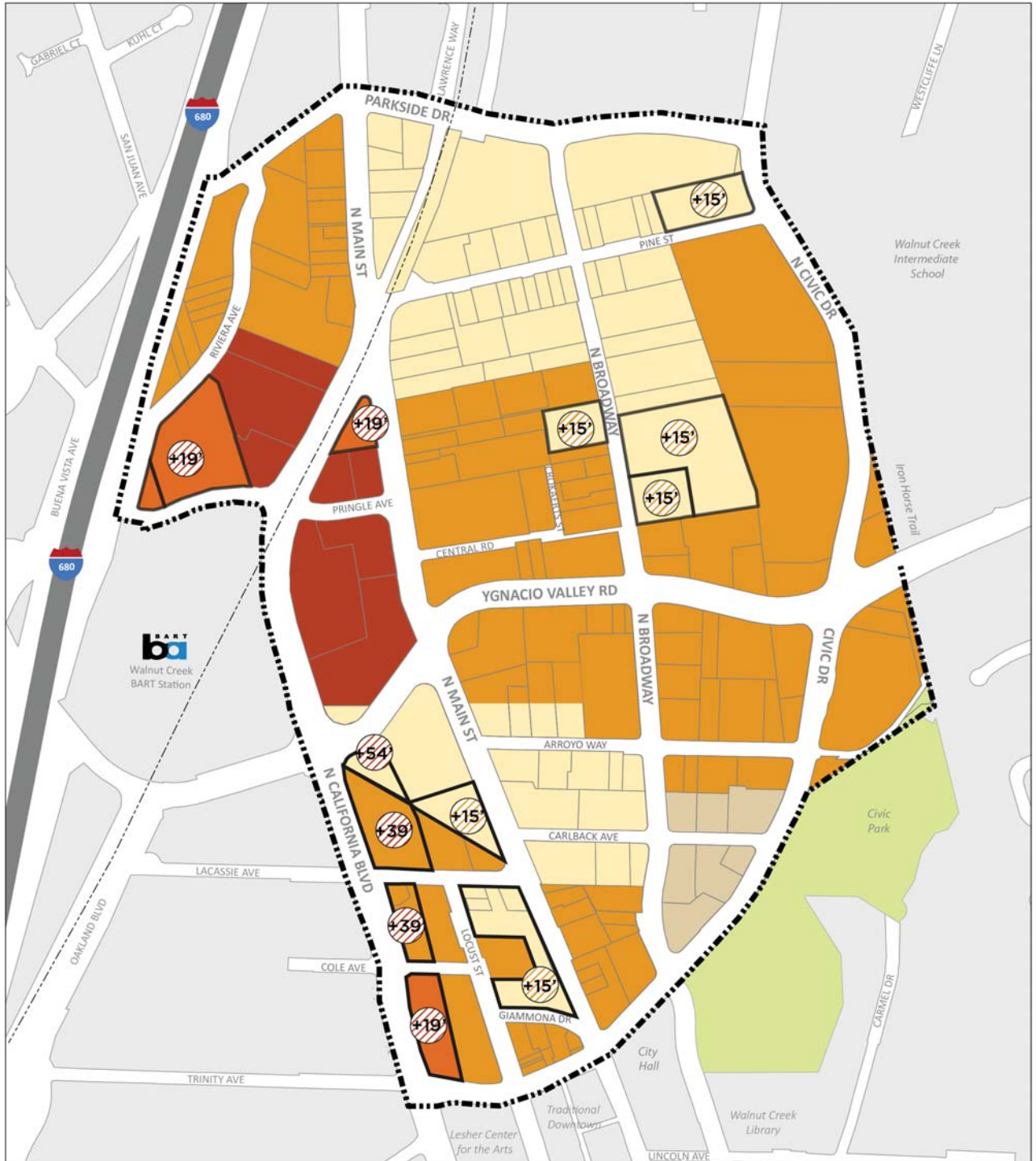
Table 4.1 is intended to illustrate desirable community benefits and is not an exhaustive list. A more detailed study of community benefits, providing further detail on the extent of additional floor area and height permitted with different benefits and location of desired benefits, will follow adoption of the Specific Plan. Affordable housing is included as one of the community benefits in **Table 4-1**. Allowances for density bonuses associated with this particular use are governed by state and local laws. The California Government Code requires the granting of a 35 percent density bonus for projects meeting certain eligibility criteria. In addition, the City of Walnut Creek allows a 1.5 FAR bonus for projects in which 100 percent of the units meet affordability criteria for very low, low, and moderate income households. Projects qualifying for density bonuses pursuant to state law may also be eligible for height bonuses, modified setbacks, parking reductions, and other exceptions to and waivers from local development standards.

TABLE 4.1: POTENTIAL COMMUNITY BENEFITS

Community Benefit	Description	Priority Location or Project Type
Giammona Plaza	Provide a new publicly accessible Giammona Plaza for dining, arts and entertainment, community gathering, and/or other public spaces uses, consistent with guidance for Giammona Plaza found in Chapter 3.	Between Locust Street and Main Street on Giammona Drive
New mid-block connections	Provide new, publicly accessible connections through large blocks, including Proposed Shared-use Paths (Figure 5.1)	Locations identified in Figure 5.1
Additional affordable housing	Provide affordable housing beyond what is already required by the City’s inclusionary zoning ordinance and beyond what would be offered through the California “Density Bonus Law” (found in California Government Code Sections 65915-65918).	Residential projects
Publicly accessible outdoor space	Provide publicly accessible outdoor spaces like plazas, parklets, play areas, dog parks, recreational facilities, or other spaces consistent with the “Publicly Accessible Outdoor Space” section of Chapter 4. This must be in addition to what is required by the City’s park dedication/in lieu fee requirements.	Any project
Shared automobile storage	Provide a structured, multi-story facility to be used for shared automobile inventory storage by automobile dealers.	Any project, particularly north of Ygnacio Valley Road
Grocery store	Provide a full-service grocery store with at least 50 percent of square footage dedicated to the sale of food products in at least six of the following categories: <ul style="list-style-type: none"> • Fresh fruits and vegetables • Fresh and uncooked meats, poultry, and seafood • Dairy products • Canned foods • Frozen foods • Dry groceries and baked goods • Non-alcoholic beverages. 	Any project
Green buildings	Construct high-performance green buildings consistent with either of the following criteria: <ul style="list-style-type: none"> • LEED Certified to at least the Gold level for non-residential, mixed-use, or residential buildings OR • GreenPoint Rated with at least 75 points for residential buildings. 	Any project
Off-site services or infrastructure improvements	Provide or contribute to additional off-site public infrastructure, transportation improvements, or services such as the free shuttle, within North Downtown and consistent with the Specific Plan vision as negotiated with City Council.	Any project

Figure 4.3

FAR AND HEIGHT BONUS POTENTIAL WITH PROVISION OF COMMUNITY BENEFITS



Max FAR (base)	Max FAR (with community benefit)	Max Height (base)
1.5	2.5	35'
1.8	2.8	45'
1.8	2.8	50'
2.5	3.5	70'
3.5	4.5	89'

Available height increase (and associated FAR) over base with community benefit

Parcels or portions of parcels with a black outline are eligible to increase their maximum height to the Measure A Maximum, with the provision of community benefit. The amount of the potential height increase over the base is shown on each eligible parcel. For projects that receive a height increase through provision of community benefit, the Max FAR may correlate with that increased height. For instance, if the maximum height of a project increases from 35 feet to 50 feet through the provision of community benefit, the associated Max FAR will be 2.8.

3 SETBACKS

The placement and orientation of a building on a parcel strongly influences how development interacts with public streets and sidewalks. New buildings should be located and oriented so that they activate and frame the street to create a comfortable pedestrian environment. In the North Downtown Specific Plan, setbacks are regulated by street to encourage building frontage and a pedestrian environment consistent with the street character. In general, the setbacks throughout the North Downtown area are designed to encourage a walkable urban environment by establishing a regular rhythm of buildings located near the sidewalk edge. Narrower streets that have minimal building setback standards with ground-floor retail frontages will activate the street and encourage a lively and walkable pedestrian environment. Wider streets with higher vehicle traffic volumes, such as Ygnacio Valley Road, have moderate setbacks to create a small buffer between the street and building frontages.

SETBACK STANDARDS

INTENT: *To create a comfortable, inviting pedestrian environment by providing building frontage that frames and activates the public street and sidewalk.*

FRONT SETBACKS

DSG 3.1 Front setback requirements.

All projects shall comply with the front building setback requirements illustrated in **Figure 4.4** and defined below, in addition to any other setback requirements in the zoning ordinance:

- "Minor Front Setback", is a minimum of 0 feet, and a maximum of 10 feet.
- "Moderate Front Setback", is a minimum of 5 feet and a maximum of 15 feet.

DSG 3.2 Public outdoor space and architectural features in the front setback area. Architectural and public outdoor space features such as massing breaks, alcoves, outdoor dining areas, public plazas, building entry areas, landscaping, or other outdoor areas are encouraged within the range of the front setback area as defined in **Figure 4.4**, but outdoor areas may extend into the

parcel beyond the front setback area with approval from the Design Review Commission. At least 70% of the building frontage should be within the front setback area range to encourage street presence and activation of the public realm by the building, with flexibility allowed with approval from the Design Review Commission.

DSG 3.3 Ground-floor residential setbacks along Ygnacio Valley Road. For ground-floor residential uses located along Ygnacio Valley Road, front setbacks shall be at least 10 feet to ensure appropriate buffers from the high-volume street. Flexibility is permitted based upon parcel size, configuration and building orientation, with approval from the Design Review Commission.

CALCULATIONS AND EXCEPTIONS

DSG 3.4 Calculation of front setbacks.

Front setbacks are calculated as the horizontal distance between the building and the front property line.

DSG 3.5 Calculation of front setbacks for future public right-of-way dedication.

For the streets where a future public right-of-way dedication is required, setbacks are calculated from the future public right-of-way. Chapter 5 (Mobility) defines required future public right-of-way dedications, which only occur on portions of North Broadway, Ygnacio Valley Road, and North Main Street.

DSG 3.6 City discretion over front setback requirements.

Consistent with the General Plan, front setback requirement may be waived or reduced in cases of unusual street or parcel configuration or where setbacks would be undesirable, based upon a finding by the highest reviewing body.

DSG 3.7 Flexibility for uneven parcel lines or sidewalks.

In circumstances where the existing front property line and/or public right-of-way is not contiguous with the back of the existing public sidewalk, the City shall maintain the discretion to determine the line from which setbacks are measured in order to

maintain a consistent front setback range condition along a street.

DSG 3.8 Ygnacio Valley Road mid-block setbacks.

In order to achieve a long-term multi-use pathway along the north side of Ygnacio Valley Road while still enabling redevelopment of properties before the path is completed, there may be exceptions to the need for setbacks or future right-of-way provision for the following types of parcels along the north side of Ygnacio Valley Road:

- Parcel does not have corner frontage
- Parcel has less than 100 feet of frontage along Ygnacio Valley Road.

DSG 3.9 Setback exceptions for public outdoor space frontage.

Additional setbacks are allowed for buildings located behind publicly accessible plazas, outdoor dining and activated open outdoor areas, if there is clear visibility between the sidewalk and building entrance.

DSG 3.10 Exceptions for retail. The City may consider reduced front setbacks ranges for projects that include active ground-floor retail, entertainment, retail-format auto sales, or other street-activating uses.

REAR AND SIDE SETBACKS

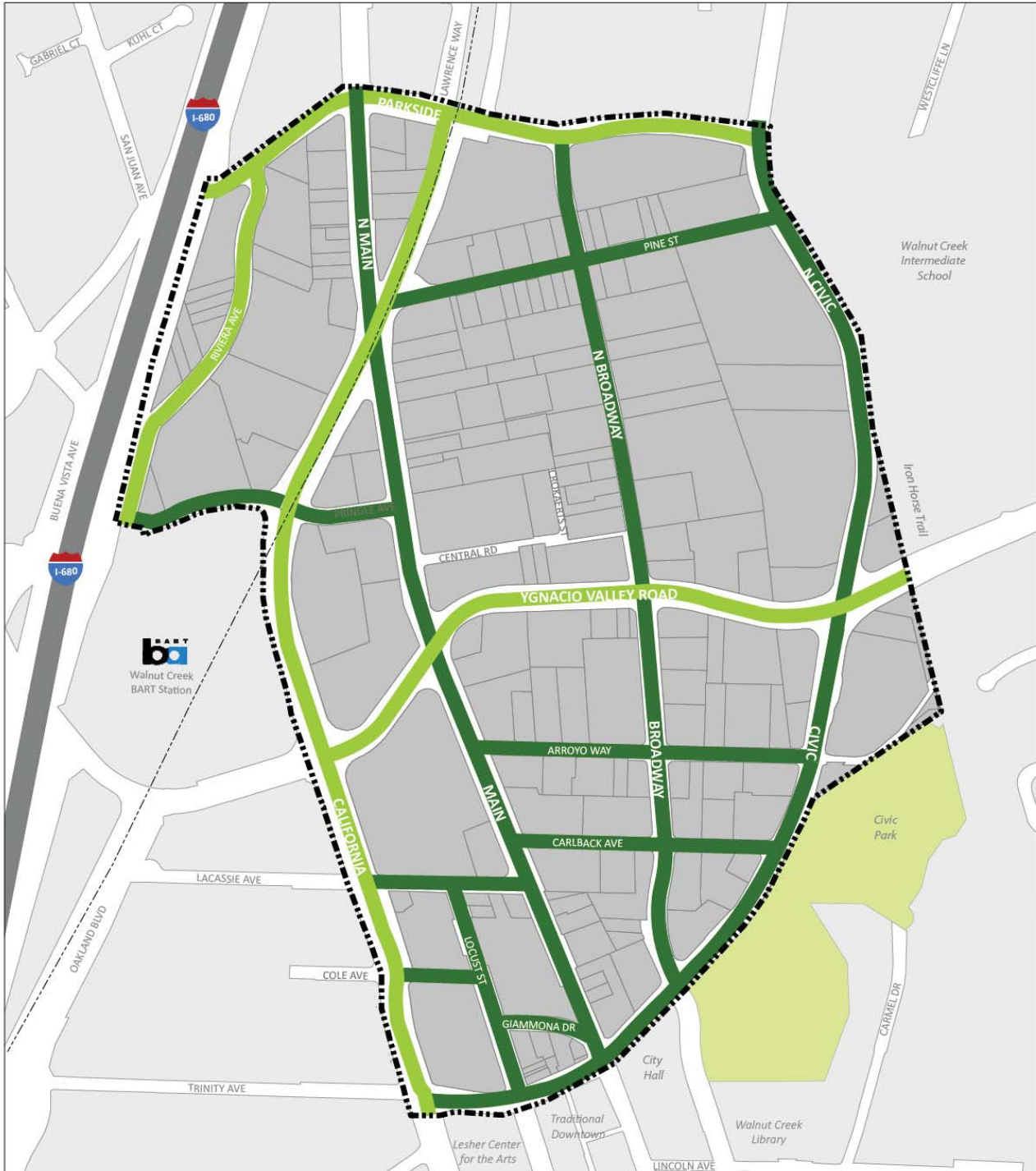
DSG 3.11 Rear and side setbacks. Rear and side setbacks are not required except as established by the Zoning Ordinance.



Example of landscaping and stoops located in the front setback area of residential buildings

Figure 4.4

BUILDING FRONT SETBACKS



FRONT SETBACKS

 Minor	0' - 10'
 Moderate	5' - 15'

Note: Setback requirements only apply to properties within the Plan Area boundary



--- Plan Boundary ····· BART Rail

Data Sources: City of Walnut Creek GIS data, Contra Costa County GIS data, 2015 ESRI, USGS

4 SITE PLANNING

This section provides guidance on site access and connectivity, publicly accessible and private outdoor space, landscaping, parking, fences and walls, and lighting. Enhancing site access and connectivity will improve the way residents, visitors, and employees navigate through the Plan Area. Well-designed projects provide for safe, efficient, and convenient movement and site access for users of all modes of transportation.

SITE ACCESS AND CONNECTIVITY GUIDELINES

INTENT: *To help consolidate access points and minimize potential conflicts between automobiles, bicyclists and pedestrians. Connectivity design guidelines encourage walking and biking by providing more efficient, flexible and convenient circulation options for pedestrians and cyclists.*

- DSG 4.1 New connections.** In order to create smaller blocks with more pedestrian and bicycle route choices, new publicly accessible bicycle and pedestrian connections are desirable across parcels or along parcel lines.
- DSG 4.2 Smaller block size.** New public connections and smaller blocks are encouraged to improve the pedestrian experience for residents, workers, and those walking between BART and downtown.
- DSG 4.3 Multi-modal site access.** Projects should provide connections onto their sites to integrate with a range of transportation modes, as follows:
- **Pedestrians:** An eight-foot wide pedestrian path between buildings or through parking lots from the sidewalk to the interior of the site should be provided for every 400 feet of a project's frontage. This walkway should be easily recognizable and have landscape edge treatments, pedestrian-scaled lighting and other features to maintain a high-quality walkway from the street to entries. Pedestrian pathways should link primary building entrances to the public sidewalk system, transit stops, bicycle parking areas, automobile parking areas, and public plazas and outdoor spaces.
 - **Bicyclists:** Provide direct pathways from bikeways to bicycle parking areas and building entrances. Bicycle racks should be located conveniently for the user in close proximity to building entrances, in highly visible locations.

- **Transit riders:** Provide direct and convenient pedestrian paths from building entries to transit stops. Consider highlighting designated connections from transit stops to major destinations with special paving, enhanced crossings, and pedestrian-scale lighting.
- **Drivers:** Provide clear and direct vehicular access to the site, while minimizing curb-cuts and conflicts with pedestrians and bicyclists. Consolidated access points serving adjoining sites are encouraged.

DSG 4.4 Driveways and curb-cuts. New curb-cuts and driveways across sidewalks are discouraged in order to reduce conflicts between pedestrians and automobiles, and maximize curb space for other uses such as on-street parking and flexible pick-up and drop off areas. Vehicle access onto properties and parking structures should be located as far as possible from potential pedestrian activity areas, and access is encouraged to be provided from private alleys or on side streets. If feasible, adjacent sites should share driveway access.



Pedestrian access to interior sites



Driveways off private alley

DSG 4.5 Loading and service access. Loading docks should be screened from the public right-of-way and adjacent properties to address visual and noise impacts. Service access and loading docks should be located as far as possible from pedestrian activities. Loading docks should be internal to the building envelope and equipped with closable doors, where feasible.

DSG 4.6 Parking and rideshare access. Parking areas and structures should provide safe pedestrian passage by creating a continuous designated walking path that connects the public sidewalk, primary building entries, and parking areas. Design safe pedestrian routes through parking areas by using landscaping, raised walkways, special pavers, bollards, arches, trellises, and other design elements to alert drivers to potential conflicts with pedestrians. Flexible drop-off/pickup areas for taxis and ride hailing services are encouraged near transit stops and areas of high pedestrian activity, and should be designed with special striping, paving, bollards, and/or signage to distinguish them from the street or sidewalk.

DSG 4.7 Car-share Access. When possible, provide designated parking spaces for car-share services.



Pedestrian access through parking lot



Flexible curbside pick-up drop-off area

PUBLICLY ACCESSIBLE OUTDOOR SPACE

Publicly accessible outdoor spaces are an important amenity for residents, workers, and visitors. The intent for the North Downtown Specific Plan is to encourage and incentivize small, aesthetically pleasing urban outdoor spaces – such as plazas, seating areas, or small pocket parks – in both commercial and residential projects throughout the Plan Area. These spaces will provide welcome areas of respite, landscaping and community gathering to make North Downtown a more inviting and livable place. North Downtown will continue to benefit from existing larger public outdoor space facilities nearby such as Civic Park, the Iron Horse Trail, and other public spaces in downtown Walnut Creek.

PUBLICLY ACCESSIBLE OUTDOOR SPACE STANDARDS

INTENT: *To ensure that public outdoor space in North Downtown is available, and consistent with existing city standards.*

DSG 4.8 Residential public outdoor space requirements. All new residential development is required to comply with the City’s existing parkland dedication requirements for new for-sale housing (Article 6 of the Walnut Creek Subdivision Ordinance) and new rental housing (Title 10, Chapter 12 of the Walnut Creek Municipal Code). Projects that provide public outdoor space must still comply with the City’s requirements for park dedication and in lieu fees.

DSG 4.9 Public outdoor space access. Publicly accessible outdoor spaces shall be designed to be inviting, visible from adjacent buildings and streets, ungated and open to the public during daylight hours.



Example of public outdoor space with active frontage

PUBLICLY ACCESSIBLE OUTDOOR SPACE TYPES



Public plaza



Public seating areas



Public parklets



Public play areas



Public dog park



Publicly accessible recreational facilities

PUBLICLY ACCESSIBLE OUTDOOR SPACE GUIDELINES

INTENT: To ensure publicly accessible outdoor spaces are usable, welcoming, attractive, visible, vibrant, inviting, safe, and have adequate amenities for residents, workers, and visitors in North Downtown.

DSG 4.10 Newly publicly accessible outdoor space for commercial development. Encourage new commercial and mixed-use development projects to include publicly accessible outdoor space.

DSG 4.11 Facility types. Publicly accessible outdoor spaces may include:

- Public plazas
- Public courtyards
- Public seating areas
- Public parklets
- Public play areas
- Publicly accessible recreational facilities or equipment
- Public dog parks
- Usable green space.

DSG 4.12 Dimensions. New public outdoor space should be usable space with a minimum 15-foot dimension in at least one direction and a minimum of 10 feet in all other directions. Flexibility in this dimensional guideline is permitted with approval from the Design Review Commission.

DSG 4.13 Aggregate outdoor space. Project applicants should work with the City to identify opportunities to create larger combined public outdoor spaces, or to collaborate on outdoor space design and location with adjacent private development or public projects.

DSG 4.14 Public space amenities. Outdoor gathering spaces should offer a number of amenities and features that draw people into the space, such as water features, public art, shade, drinking fountains, landscaping, seating options that could include seat walls, planter ledges, benches, and seating steps.

DSG 4.15 Shading. Public outdoor spaces should have a mixture of shaded and unshaded areas to increase usability in a variety of weather.

DSG 4.16 Lighting. Public outdoor spaces should include adequate lighting for appropriate nighttime uses and security.

DSG 4.17 Paving design. Public outdoor space designs that incorporate special paving materials such as pavers, scored concrete, stone, tile, or other accent materials are encouraged.

DSG 4.18 Programming. When possible, locate, orient, and design public outdoor spaces in a way that will support community events such as farmers' markets, art fairs, live music concerts, and other periodic special programming. For example, consider the provision of infrastructure to support events and vendors, such as removable bollards and power outlets.

DSG 4.19 Natural surveillance. Outdoor public spaces should be highly visible from building entrances, residential units, non-residential building spaces, and other frequently occupied indoor and outdoor spaces, to the extent possible. Site entrances should be visible from public streets.



Outdoor seating in shaded area

DSG 4.20 Building frontages adjacent to outdoor space. Building frontages abutting publicly accessible outdoor spaces should include active ground-floor uses that are designed and oriented to activate the space with entrances directly onto the open area, outdoor seating associated with the adjacent use, and architectural features that provide a transition from outdoor to indoor space, such as porches, awnings, arcades, terraces, stoops or patios.



Special paving materials in plazas

DSG 4.21 Sustainable features. Public spaces should be designed to incorporate sustainable stormwater features and associated educational signage that can enhance the sustainability and aesthetics of the space, such as permeable paving and raingardens, while maintaining its primary function as a social gathering space.



Incorporating sustainable features in public plazas and courtyards

PRIVATE OUTDOOR SPACE

Private, on-site outdoor spaces are an important feature of good site design. They provide usable outdoor areas where residents, workers, and other building visitors can rest, relax, and socialize. There are two types of private residential outdoor space: personal outdoor area associated with individual units (such as balconies or private yards) and common outdoor area with shared access among residents (such as courtyards and on-site play areas). Both are important components of a successful residential development. Private spaces are also important for commercial development so workers can meet, have lunch, or take breaks without the need to leave the site.

PRIVATE RESIDENTIAL OUTDOOR SPACE STANDARDS

INTENT: *To ensure the provision of private outdoor space for new residential projects in the North Downtown.*

DSG 4.22 Total amount of residential private outdoor space. All new residential development projects shall provide a minimum of 150 square feet of total usable private outdoor space per unit, on average. The space may be provided as a combination of personal and common outdoor areas.

PRIVATE RESIDENTIAL OUTDOOR SPACE GUIDELINES

INTENT: *To encourage private development to provide residents with outdoor gathering areas and amenities. Private outdoor space should be usable, attractive, visible, vibrant, inviting, safe, and have adequate amenities.*

RESIDENTIAL PRIVATE OUTDOOR SPACE

DSG 4.23 Common outdoor areas.

Common outdoor areas are intended for the common use of building residents. They can be access-controlled and provided in a variety of formats such as:

- Courtyards
- Gardens
- Recreation amenities
- Play areas
- Rooftop amenities
- Common outdoor dining areas
- Outdoor kitchens, barbeque spaces, and picnic amenities

DSG 4.24 Personal outdoor areas.

Personal outdoor areas are intended for the private use of each individual dwelling unit. They are not intended to be storage enclosures, unusable buffer space, unusable landscape area, or other unusable outdoor area. They should be designed to be routinely usable, and can be provided in a variety of formats such as:

- Balconies
- Private gardens
- Private yards
- Terraces/decks
- Porches

PRIVATE RESIDENTIAL OUTDOOR SPACE TYPES

Common Outdoor Areas

Common private outdoor areas are intended for the common use of building residents.



Rooftop amenities



Courtyards



Community gardens



Play areas



Common outdoor dining areas



Pool and sports facilities

Personal Outdoor Areas

Personal outdoor areas are intended for personal use by the residents of individual dwelling units.



Porches



Balconies



Personal terraces/decks



Natural surveillance to maximize visibility

DSG 4.25 Amount of common vs. personal residential outdoor areas. A combination of usable personal and common outdoor areas are encouraged in the amount of at least:

- For the total project, an average of 100 square feet of common area per unit (provided with shared access for multiple residents). For example, a project of 10 units would require 1,000 square feet of common outdoor area (10 units x 100 square feet)
- For the total project, an average of 50 square feet of personal outdoor space per unit (provided with personal access from individual units). For example, a project of 10 units would require 500 square feet of personal outdoor area (10 units x 50 square feet)



Transition spaces to allow a clear distinction between public and private outdoor space areas

DSG 4.26 Dimensions for common outdoor areas. Common outdoor areas should have a 15 foot dimension in at least one direction, with a minimum of at least 10 feet in all other directions.

DSG 4.27 Dimensions for personal outdoor areas. Individual personal outdoor areas should have a minimum 10 foot dimension in at least one direction, with a minimum of at least five feet in all other directions. Locate and size these spaces so that they are functionally useful and have direct access to the interior of the dwelling unit.

DSG 4.28 Design of common outdoor areas. Common outdoor areas should provide shaded and unshaded areas, adequate lighting for appropriate nighttime use and security, and well-designed seating options such as seat walls, planter ledges, benches, moveable seating, fixed seating and seating steps.

DSG 4.29 Orientation of personal outdoor areas. Ground floor personal outdoor areas should be internally focused within the building site, along pedestrian pathways between buildings, within alcoves and courtyards, and/or near building entrances. If ground floor personal outdoor areas are located at the perimeter of the property and adjacent to public streets or other public-facing areas, they should still provide inviting, visually permeable street frontages and should avoid uninviting privacy fences, blank walls, or other screening techniques that have a negative impact on the public pedestrian environment.

DSG 4.30 Natural surveillance. Common outdoor areas such as courtyards should be oriented to maximize visibility from as many residential units as possible. Private outdoor areas such as patios, porches, decks, and balconies are encouraged in order to increase outdoor natural surveillance by building occupants.

DSG 4.31 Maximize use of rooftops. Maximize the use of rooftops and upper level terraces for personal outdoor space and common private outdoor space.

DSG 4.32 Transition spaces. Residential developments should have a clear distinction between public and private outdoor space areas to preserve security and privacy. Private spaces may be defined using planting beds, trellises, arcades, and low landscape walls, and where appropriate attractively designed security fencing and gates.

COMMERCIAL PRIVATE OUTDOOR SPACE GUIDELINES

INTENT: *To encourage private commercial and mixed-use development to provide workers with outdoor gathering areas and amenities.*

DSG 4.33 Commercial private outdoor area.

Commercial uses such as offices, retail stores, auto sales and services, and custom manufacturing, and other non-residential uses are encouraged to provide on-site private common spaces. These spaces could be provided in a variety of formats, such as:

- Outdoor seating
- Outdoor dining areas for use by employees
- Recreation areas
- Gardens
- Other private common areas



Non-residential private outdoor space can include recreation areas and outdoor dining for employees

DSG 4.34 Commercial private outdoor space design. Private outdoor spaces for commercial uses should be designed for usability by employees and/or customers, with shaded and unshaded areas, amenities such as seating and landscaping, and visibility and easy access from the interior of the commercial space

LANDSCAPING

Landscaping, plantings, and other naturalized areas are an important way to beautify North Downtown and foster a connection with nature. Landscaping is envisioned to be consistent with the natural attributes of the region while helping to conserve water, reduce stormwater pollution, and reduce urban heat islands. The following guidelines apply to landscaping on private development sites, as well as landscaping in public areas such as sidewalks, planting zones, public spaces, or frontage areas that provide a transition between public and private spaces. The Mobility Chapter (Chapter 5) provides more detail about the design of sidewalks and public rights-of-way, including appropriate locations for plantings and street trees.

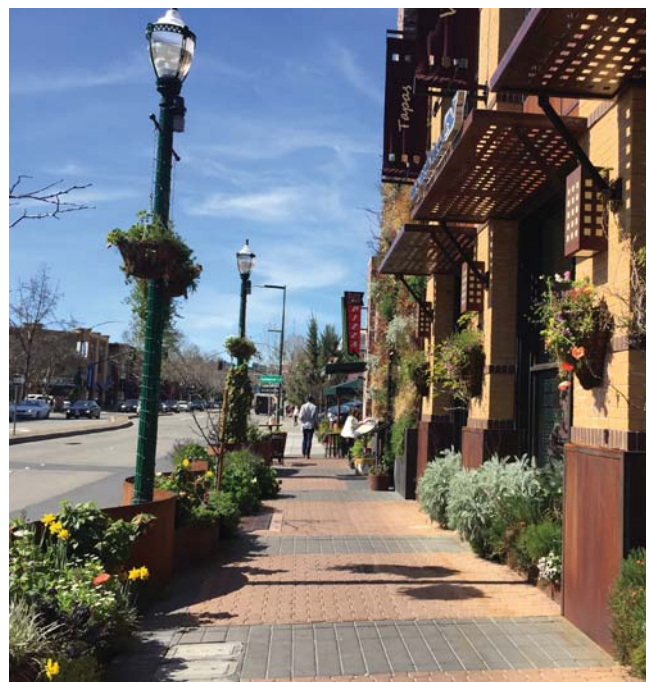
LANDSCAPING GUIDELINES

INTENT: *To beautify and enhance the visual quality of the built environment and promote sustainability in landscape design.*

DSG 4.35 Landscaping highly encouraged. Landscaping should be used along building frontages, along pathways, and in public and private outdoor areas to beautify the area, define the space, soften hard edges, shade walkways and gathering areas, and screen unsightly uses.

DSG 4.36 Landscaping character. The following guidance applies to landscaping in new development projects, particularly along building frontages and other areas visible from the public sidewalk.

- Landscape treatment should reflect an urban character with the strategic use of planting areas, street trees, planter boxes and pots, hanging baskets, and appropriate foundation plantings where practical.
- On-site plantings and furnishings should complement the building architecture and landscape character of the immediate area.
- Plant materials should always be incorporated into new sites to provide “softening” of hard paving and building surfaces.
- Mature, healthy existing trees should be preserved where possible.



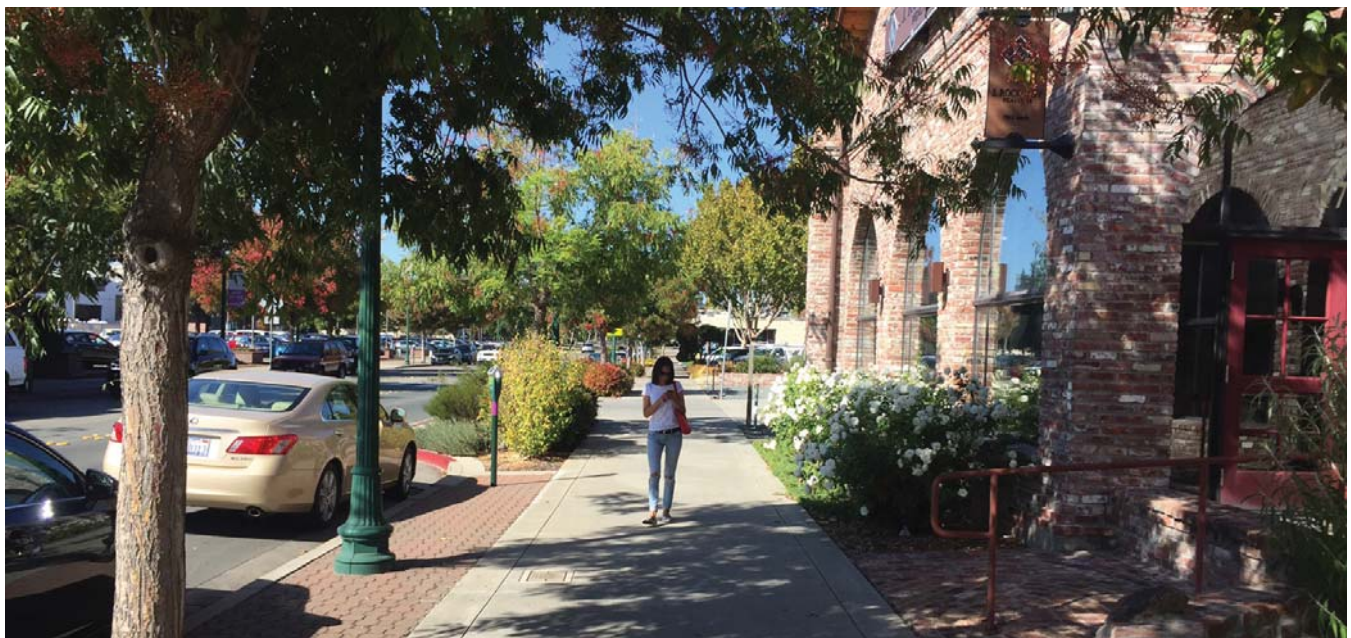
Landscape treatments along pathways and building frontages

- Trees should be planted to maximize climate benefits and energy savings. Deciduous trees should be located on the west and southwest sides of buildings to allow sunlight to reach the building during winter months, and to provide shade during summer months.
- Tree sizes should be suitable to lot size, the scale of adjacent structures, and the proximity to utility lines.

DSG 4.37 Landscape screening for residential uses. Substantial landscape screening should be planted in areas where commercial, auto, and office buildings are adjacent to residential buildings.

DSG 4.38 Landscaping along street frontages. Landscaping, in conjunction with special paving treatments, setbacks, and building orientation, should be used to provide an attractive appearance from the front property line.

DSG 4.39 Landscape screening to reduce visual impacts. Landscaping should be used to provide effective screening of parking areas, retaining walls, fences, utility enclosures, utility cabinets, service areas, service corridors, and similar areas, to reduce negative visual impacts.



Street trees to provide shade along sidewalk

DSG 4.40 Street trees. New development should include street trees along the public right-of-way at an average of every 30 to 40 feet on center. Street tree species should be selected in consultation with the City and/or from the preferred tree species used in Walnut Creek’s Traditional Downtown.

DSG 4.41 Health and sustainability. On-site landscaping should be designed to incorporate best practices in health and sustainability, such as the following:

- Native and/or drought-tolerant plantings
- Water conservation and efficient irrigation
- Use of recycled water for landscaping
- Edible plantings, gardens, and fruit trees
- Stormwater retention areas

DSG 4.42 Design of sustainable stormwater features. The following are key concepts for stormwater management:

- Projects should use permeable pavement materials for streets, sidewalks, parking lots and driveways, when possible; and minimize the amount of impervious paved areas dedicated to surface parking
- Projects should employ green infrastructure strategies to detain(e.g., green roofs), filter (e.g., bioswales), retain (e.g., rain gardens) or capture and reuse (e.g., cistern) stormwater runoff
- New development should plan for adequate space to accommodate sustainable stormwater features. These spaces should be accessible for periodic inspection and maintenance.



Example of bioswale in planting strip

SUSTAINABLE STORMWATER MANAGEMENT

Sustainable stormwater management promotes onsite collection of stormwater from roofs, parking lots, streets, and other surfaces to infiltrate into the ground or collect for reuse. Successful stormwater management increases groundwater quality, reduces the amount of pollutants in runoff, helps minimize impacts of minor flood events, mitigates the urban heat island effect, and improves the environment. Below are examples of sustainable stormwater management features that can be implemented in North Downtown.



Permeable pavement: Permeable surfaces, such as pervious concrete or open-cell pavers, allow stormwater to infiltrate through porous surfaces into soil and groundwater.



Infiltration basins: An infiltration basin holds runoff and lets it soak into the ground. The basins are open facilities with grass or sand bases. They can either drain rapidly or act as permanent ponds where water levels rise and fall with stormwater flows.



Bioretention areas: Bioretention areas are shallow, landscaped depressions that allow runoff to pond in a designated area, then filter through soil and vegetation. Small-scale bioretention areas are also known as rain gardens.



Green roofs: “Green” roofs are covered with vegetation to enable rainfall infiltration and evaporation of stored water. A green roof can also reduce the effects of atmospheric pollution, reduce energy costs, decrease the “heat island” effect and create an attractive environment.



Rainwater harvesting: Rain barrels and cisterns harvest rainwater primarily from rooftops for reuse. Rain barrels are placed at roof downspouts, and cisterns store rainwater in larger volumes in tanks for use in non-potable applications such as toilet flushing or landscape irrigation.

Source: www.epa.gov

PARKING DESIGN

As North Downtown develops, parking needs, format, and design will change. Existing surface lots currently scattered throughout the area will be consolidated into structures, and new bike parking facilities will be provided. To reduce their visual impact, all parking structures, lots, and facilities should be designed using the guidelines that follow. More information about parking requirements and strategies, such as shared parking between different land uses, is in Chapter 5, "Mobility."

PARKING DESIGN GUIDELINES

INTENT: *To accommodate expected parking demand, while fostering a pedestrian-oriented environment through appropriate parking design and location.*

PARKING LOCATION

DSG 4.43 Parking location. Wherever possible, parking and vehicle areas should be located within, behind, or under buildings, particularly in the priority areas identified in Figure 3.2 (Priority Areas for Street-activating Retail, Restaurants, and Services). On shallower lots (less than 150 feet deep), surface parking may be located adjacent to the building, but should not occupy more of the primary frontage than the building. On deeper lots, the vehicle areas along the primary frontage should be limited to driveways and a few associated parking stalls. Parking lots should not be located on street corners.

DSG 4.44 Visibility. Parking structures and lots should be designed in locations that reduce visibility from street frontages.

DSG 4.45 Minimizing curb-cuts. Curb-cuts should be minimized to provide more space for on-street parking and reduce vehicle conflicts with pedestrians and bicyclists.

DSG 4.46 Auto dealer vehicle storage.

Promote a coordinated effort between auto business owners and the City to provide structured parking facilities for use by one or more auto dealers for storage of vehicle inventory. In addition, promote and encourage parking solutions for off-site storage of vehicle inventory.



Shared parking structure for auto dealership inventory



Parking lot located behind building

PARKING DESIGN

DSG 4.47 Parking structure design.

Structured parking with storage solutions such as mechanized or lift systems, is strongly preferred over surface parking. Parking structures should be underground, and when above ground should be lined with ground-level active uses, and/or designed with attractive building facades to screen structural elements of the garage. Above-ground parking garages should be designed to complement the overall building design on project sites, and should be designed with flat floors and adequate ceiling height to accommodate conversion to other uses should the demand for parking

lessen in the future. Parking structures should incorporate unique design features, such as lighting or building materials, to heighten visual interest.

DSG 4.48 Integrated garage entries.

New development should integrate garage entries into building facades using architectural techniques such as matching façade or material treatments, and/or by partially recessing the entries into the building. Door treatments and details should be designed in accordance with the building’s predominant architectural character.

DSG 4.49 Marked entrances. Parking entrances should be clearly marked. A clearly delineated pedestrian entrance



Parking structure integrated into the overall development



Unique parking structure design

should be provided that is physically separated from the vehicle entrance.

DSG 4.50 Surface parking screening.

Surface parking lots should be avoided. Where provided, they should be screened from adjacent streets. Screening should provide visual interest, but should not be so large and dense that the screening elements (such as walls or landscaping) limit pedestrian access and sight lines for safety and security.



Structured parking designed with attractive building façade

BICYCLE PARKING

DSG 4.51 Location of short-term bicycle parking. Short-term bike parking should be provided in well-lit, visible locations on private property near primary building entrances and the public sidewalk. Short-term bike parking should not impede pedestrian circulation.

DSG 4.52 Short-term bicycle parking design. Short-term bicycle parking shall be provided using bicycle racks securely anchored to the ground. The bicycle frame and at least one wheel should be able to be securely locked to the rack. Themed and/or artistic bike racks are encouraged consistent with the character of the area.

DSG 4.53 Long-term bicycle parking location. Long-term bicycle parking should be fully enclosed or located indoors. If accommodated in a parking garage, long-term bicycle parking should be located near a building entrance or pedestrian pathway, in a well-lit, visible area.



Example of long-term bicycle parking



Bike parking provided by private development

FENCES AND WALLS

Fences and walls separate public and private property, create defined gathering areas, and provide a sense of privacy. To ensure fences and walls are designed and used appropriately, they should be designed using the guidelines that follow.

FENCES AND WALL GUIDELINES

INTENT: *To ensure that fences and walls are made of high-quality materials, add character and visual interest, and help community members differentiate between public and private property.*

DSG 4.54 Commercial fences. Fences are discouraged unless needed to protect property or ensure safety between commercial uses and any major streets in the Plan Area. In addition, exceptions may be made for fences that delineate outdoor dining or display areas with a maximum height allowance of up to 36 inches.



Fencing that delineate outdoor dining or display areas

DSG 4.55 Residential fences. All fences in residential areas should be consistent with the City's existing residential fence requirements. Low fencing and gates up to 36 inches in height are allowed along residential building frontages in the front setback area, with a maximum height of 6 feet for elsewhere on the property. Fences should be well-designed and detailed, using high-quality materials to add character and visual interest.



Example of entrance fencing along residential development

DSG 4.56 Fencing articulation. Fencing should be designed to have variations in height, contain vertical posts, or include enhancements at gate entries to provide aesthetically pleasing fencing and walls in North Downtown.

DSG 4.57 Transparency. Outdoor fencing, walls, and other visual barriers should be partially transparent so as to create clear lines of sight along public and private walkways. Screening of utility areas or other features that negatively impact the aesthetic quality of a project may be obscured with fully opaque screening.

DSG 4.58 Fencing type. Perimeter fencing, security fencing, or gates shall be constructed of attractive materials, which are compatible with the design and materials used throughout the project. Razor wire or electric fencing shall be prohibited, and chain link fencing is strongly discouraged.



Transparent outdoor fencing



Unique fencing



Fencing made of durable, high-quality materials

LIGHTING

Lighting is used to both increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art. Below are guidelines for new lighting in private development in North Downtown.

LIGHTING GUIDELINES

INTENT: *To provide functional and appropriate site and accent lighting to North Downtown that is energy efficient, highlights special features, and is compatible with building architecture and styles.*

DSG 4.59 Auto sales and service lighting.

Night lighting and security lighting shall be sensitively designed to ensure that no off-site glare is directed to neighboring parcels and that the overall intensity of the site lighting is not excessive. Night-time security lighting that is highly visible from the street or adjacent residential uses is discouraged.

DSG 4.60 Pedestrian-oriented lighting.

Pedestrian-oriented lighting should be placed on sidewalks, multi-use paths, and other walkways to improve pedestrian comfort, security, and safety.

DSG 4.61 Building entrances.

Building entrances should be well-lit and distinguishable from the street to enhance public safety and visual navigation.



Well-lit building entrances to enhance public safety and visual navigation

- DSG 4.62 Arts District lighting.** Creative, iconic, and artistic lighting design is encouraged in the Arts District.
- DSG 4.63 Makers' Row lighting.** Industrial lighting design is encouraged in the Makers' Row District.
- DSG 4.64 Residential lighting.** Excessive night-time lighting is discouraged in predominantly residential areas south of Ygnacio Valley Road and outside of the Arts District.

- DSG 4.65 Lighting types.** Decorative and architecturally contributing lighting design is encouraged throughout North Downtown.
- DSG 4.66 Dark sky compliant.** All light fixtures should be directed downward and shielded to reduce light pollution. "Unshielded" fixtures should not be used.
- DSG 4.67 Architecturally compatible lighting.** Lighting should be compatible with building architecture and styles.



Pedestrian scaled lighting along pathways to enhance safety



Example of "shielded" light fixtures

5 BUILDING ARCHITECTURE

Good building design and architecture is an important complement to the guidance for building setbacks, height and intensity, and open areas found elsewhere in this chapter. Important details such as building massing and articulation, high-quality architecture and materials, and frontage and façade design play a crucial role in creating a memorable, beautiful, and pedestrian-scaled place with buildings that contribute to the public realm. The goal of these design guidelines is to define core elements of good building design while allowing for creativity, flexibility, and exceptional architecture as North Downtown evolves over time.

MASSING AND ARTICULATION

Massing and articulation plays a large role in developing the desired character and pedestrian scale of the area. New construction and additions should demonstrate how their proposed design meets the following building massing and articulation guidelines.

MASSING AND ARTICULATION GUIDELINES

INTENT: *To create visual interest, reduce perceived building mass and bulk, and create a pedestrian scale along the sidewalk.*

- DSG 5.1 Massing.** Design large buildings to appear as an aggregation of smaller buildings rather than a single large block or box.
- DSG 5.2 Vertical articulation.** Building stepbacks, articulation in wall planes, architectural details and variations in materials and color should be used to break up the vertical height of buildings and distinguish between upper and ground floors. Variations in height, massing, roofline, and vertical articulation overall are encouraged.



Variation in roofline demonstrates vertical articulation

DSG 5.3 Horizontal articulation. Massing breaks, projections, architectural details, and variations in materials and color should be incorporated to break up the horizontal length of facades.

DSG 5.4 Major and minor horizontal massing breaks. Buildings should have both major massing breaks (at least five feet deep and at least ten feet wide) and minor massing breaks (at least 18 inches deep and four feet wide) along the street frontage. Major massing breaks should occur approximately every 100 feet, and minor massing breaks should occur roughly every 50 feet along the street frontage. This could occur through incorporating a variation of setbacks, building recesses, or structural bays.

DSG 5.5 Rooflines. Long horizontal rooflines on buildings with flat or low-pitched roofs should be articulated at least every 50 feet along the street frontage. This can be accomplished through the use of architectural elements such as parapets, varying cornices, reveals, and varying roof height and/or form.

DSG 5.6 Upper floor treatment. Materials should vary moving upward in a way to lighten building tops and reduce the appearance of height.



Use of color, materials, and articulation to break up massing



Vertical and horizontal articulation through use of structural bays and variation in roofline, setbacks, color, and materials

DSG 5.7 Corner elements and architecture. Buildings at corners of blocks should include distinctive architectural elements, building frontage, and public entrances towards the block corner, with an active street presence, minimal setbacks, and avoidance of driveways and garage entries within 50 feet of the street corner. Distinctive architectural elements may include: height projections, articulation, variation in materials, façade transparency, and unique roof silhouettes. As an alternative corner treatment, development projects are also encouraged to provide active, publicly accessible plazas or outdoor spaces at block corners instead of building space.



Special corner treatments

ARCHITECTURE AND MATERIALS GUIDELINES

Architectural style and choice of materials is one of the most important contributors to defining the character of a building or area. Corner treatments, colors, and architectural details can beautify an area, making it more enjoyable for community members to walk in the area. Materials in North Downtown should be of high-quality to provide visual interest, and to define areas of unique character such as Makers' Row.

INTENT: *To design buildings that exhibit attention to detail, quality architecture and materials, and a pedestrian-friendly interface with the sidewalk.*

DSG 5.8 Variety of architectural styles.

Allow a wide range of architectural styles throughout North Downtown that add richness and variety to the built environment.

DSG 5.9 Makers' Row architectural flexibility.

Makers' Row should be an area of particular architectural creativity, flexibility, and allowances for diverse building forms and orientation. Buildings in Makers' Row should include design features that reflect the desired character of the district. This includes:

- A mix of industrial and modern building styles and treatments
- Varied roof and building forms
- Non-traditional materials and forms.

DSG 5.10 Sustainable design.

Sustainable design features such as rooftop photovoltaic generation and passive solar water heating are encouraged.

DSG 5.11 Sustainable roofs.

Solar reflective roofing and green roofs are encouraged to reduce overall building energy use and manage stormwater runoff.

DSG 5.12 High-quality, durable materials.

New developments shall utilize high-quality, durable finishing materials such as concrete, steel, stone, hardwood, and glass. Low quality materials such as T1-11 siding and spray stucco are discouraged.

DSG 5.13 Architectural corner treatments.

Building corners should be treated with distinct massing and materials and architectural features to heighten visual interest.

DSG 5.14 Architectural details.

Encourage architectural details such as reveals, course lines, decorative cornices, columns, canopies, arbors, and trellises.

DSG 5.15 Auto sales and services.

The architecture of auto dealership buildings should be designed with an urban showroom format with large display windows and architectural detailing to visually enhance the Plan Area.



Exceptional architecture and design



Show-room format auto dealership design



Varying materials and colors to heighten visual interest



Architectural corner treatments

PRIVATE FRONTAGE AND FAÇADE GUIDELINES

Creating active frontages and facades helps promote vibrancy and activity along key streets and gathering spaces. Active ground-floor uses can be retail, residential, or office, although the design guidelines identify specific locations where retail is a particularly desirable type of active frontage. The guidelines below provide specific design guidance for new development to create a more pedestrian-friendly environment.

INTENT: *To add visual interest and create a more pedestrian-friendly environment, especially where buildings increase in height.*

- DSG 5.16 Frontage orientation.** Buildings should be designed to face and frame adjoining streets, plazas, outdoor spaces, and pathways.
- DSG 5.17 Minimum setback.** Buildings are encouraged to be built to the minimum setback to establish an attractive “streetwall” and reduce the prominence of expansive surface parking and car sales lots.
- DSG 5.18 Pedestrian-oriented façade design.** Buildings should have well-proportioned, human-scaled façade elements and amenity areas to create an environment that invites pedestrian activity.
- DSG 5.19 Visual interest.** Building walls facing public streets and walkways should provide visual interest for pedestrians. Variations such as display windows, changes in building form, and changes in color, material, and/or texture are encouraged.
- DSG 5.20 Materials and colors.** Vary materials and colors to break up large wall planes and enhance key components of a building’s façade (e.g. window trim, projecting elements).
- DSG 5.21 Blank walls.** Blank walls (facades without doors, windows, landscaping treatments or other elements of pedestrian interest) should be less than 30 feet in length along sidewalks, pedestrian walks, or outdoor space.
- DSG 5.22 Vegetated walls.** Vegetated or landscaped “green” walls or screen elements are encouraged to help integrate building walls with adjacent landscape areas.
- DSG 5.23 Frequency of entrances.** Building entrances should be located at least every 50 feet, to a maximum separation of 100 feet, depending on ground floor use. Corner commercial uses should have a corner entrance or an entrance along each street frontage.
- DSG 5.24 Building transparency.** Transparent glass is strongly encouraged along all building facades. Window films, mirrored glass, and spandrel glass are strongly discouraged along the ground floor street frontage. The majority of all non-residential facades along streets, pedestrian pathways, or plazas should be transparent, providing visibility into and out of the space through clear windows.



Example of transparent active frontage



Active residential frontage



Vegetated wall



Example of undesirable blank wall lacking articulation, transparency or visual interest

DSG 5.25 Underground utilities. All new utilities and utility connections shall be placed underground, unless otherwise prohibited by the utility provider (e.g., water backflow prevention device that must be placed above ground).

DSG 5.26 Integrated design of utilities. Any above-ground utilities, trash receptacles and enclosures, transformers, or other ground-based equipment should be screened or integrated within the building architecture. When this is not possible, these ancillary features may be located in free-standing enclosures compatible with the development's architecture style. They should not be located within the front setback area, along mid-block pedestrian connections, within 50 feet of a street corner, within the public right-of-way, or in other locations that will diminish the pedestrian environment.

DSG 5.27 Outdoor dining. Outdoor dining is strongly encouraged in North Downtown, especially in the Arts District and along North Broadway. Umbrellas and other shade devices should not obstruct building entrances or signage. Planters or railings should be used to separate seating areas from the sidewalk.

RESIDENTIAL FRONTAGE

DSG 5.28 Ground floor residential frontage. Ground-floor residential frontage and setback areas are encouraged to include stoops, stairs, patios, terraces, gardens, and active lobby spaces that will foster greater social interaction and activate the street.

DSG 5.29 Upper-floor residential frontage. Upper-floor residential frontages are encouraged to include balconies, windows, and other architectural elements that provide visibility onto the street.

DSG 5.30 Transitions from public to private. Residential frontages are encouraged to provide landscaped areas, stoops, terraces, and/or porches along the sidewalk to clearly delineate the transition from public to private space.

DSG 5.31 Street entrances. Ground-floor residential units should have direct pedestrian access to the adjacent street, sidewalk, or outdoor space.

DSG 5.32 Heightened visibility. Residential building frontages should provide "eyes on the street" through frequent windows and doors to increase pedestrian safety and provide a sense of community.

DSG 5.33 Minimum interior residential height. Residential ground floors should have a minimum 12-foot floor-to-floor height.



Example of restaurant frontage with outdoor seating and dining areas



Example of engaging, active frontage

RETAIL AND RESTAURANT FRONTAGE

DSG 5.34 Active frontage. Retail and restaurant frontage and setback areas are encouraged to incorporate shopfronts, outdoor seating and dining areas, retail stands and kiosks, and regular doors and windows that will help activate the sidewalk and street.

DSG 5.35 Transparency. Windows should be provided along all street-facing frontages to add visual interest. Storefront windows should maximize transparency at the ground floor so views into the spaces are not obstructed.

DSG 5.36 Minimum interior retail height. All ground-floor retail uses and other ground-floor non-residential uses identified in **Figure 3.2** should have a minimum 16-foot indoor floor-to-ceiling-structure height.

DSG 5.37 Entrances. Orient principal building entrances to directly face public streets, public pedestrian pathways, and/or public outdoor spaces (such as a landscaped square, plaza or similar

space), with doors or windows facing the street, pathway, or outdoor space. Design entries to be clearly visible from the street, accentuated from the overall building façade, through the use of a differentiated roof, awning or portico, recessed entries, doors and doorway with design details, trim details, decorative lighting, signage, or other techniques.

OFFICE FRONTAGE

DSG 5.38 Ground-floor office setback area. Front setback areas for ground-floor office uses are encouraged to include landscaping or seating for guests and employees, public amenity areas, and other spaces that promote gathering, social activity, and pedestrian activity.

DSG 5.39 Office building facades. Office building façades should be composed of elements that provide high transparency, regular articulation, street-level doors and windows, and other façade elements that activate and interact with the sidewalk and street.



Ground-floor office entrance adjacent to the main street



Office frontage with ground-floor transparency and articulation

DSG 5.40 Pedestrian entrances for ground-floor office space. Buildings with ground-floor office space should have at least one main entrance for employees and the public accessed from the adjacent sidewalk (or primary street frontage). Entries should be adjacent to entry lobbies that are inviting, well-lit, and secure. Entries should be open to and entered from streets or outdoor spaces. Main entrances should meet the sidewalk at grade.

AUTO SALES AND SERVICE FRONTAGE

DSG 5.41 Showrooms required. Automobile sales uses are strongly encouraged to utilize indoor, retail-format showrooms instead of outdoor automobile display. Outdoor automobile displays must be limited to no more than 50% of the length of the parcel along the sidewalk or right of way.

DSG 5.42 Showroom orientation. Automobile sales showrooms should be oriented to face the public sidewalk within the front setback area, with the appearance, visual permeability, and façade design of a traditional ground-floor retail space.

DSG 5.43 Minimum interior showroom height. Ground-floor auto sales uses should have a minimum 16-foot indoor floor-to-ceiling-structure height.

DSG 5.44 Outdoor automobile sales display orientation. Outdoor automobile sales display areas are strongly discouraged. If there is outdoor automobile display, it may occur within the front setback area and should be covered with an integrated building element, such as an outdoor arcade, gallery, extended roof or similar structure. Outdoor display areas should be designed in conjunction with an indoor showroom. Uncovered outdoor automobile display areas and outdoor automobile display areas located outside of the front setback area must be approved by the Design Review Commission.

DSG 5.45 Outdoor automobile sales display design. Any outdoor automobile display areas should be specially designed as an inviting, pedestrian-oriented display area with features such as special paving, seating, landscaping, bollards, and lighting.

DSG 5.46 Public seating. Public seating areas with amenities such as shade trees, landscaping, and benches are encouraged for visitors and employees to provide areas for people to wait while their cars are being serviced.

DSG 5.47 Screened service bays. The service area and/or service bays shall be screened or sited so they are not visible from the street.

DSG 5.48 Repair center. Vehicles under repair shall be kept either inside a structure or in an area that is screened from view from the street.

DSG 5.49 Queuing space. Service areas should provide adequate queuing space that does not impede vehicle circulation through the site, or result in vehicles stacking into the street.



Auto showroom along sidewalk with transparent frontage and pedestrian entrances



Showroom corner treatment in a retail-format auto showroom



Dealership with smaller showroom footprint and multi-story format



Well integrated retail frontage that incorporates auto sales

6 AIR, LIGHT AND PRIVACY FOR MULTIFAMILY RESIDENTIAL DEVELOPMENT

The livability of multi-family dwellings depends on the careful management of daylight, views, and natural ventilation. The site plan, building arrangement and location and design of openings should all be carefully considered to take best advantage of day lighting, available views and natural ventilation while ensuring an appropriate level of visual and acoustic privacy for individual units.

AIR, LIGHT AND PRIVACY GUIDELINES FOR MULTIFAMILY RESIDENTIAL DEVELOPMENT

- DSG 6.1 Solar orientation.** Consider solar orientation in the placement of dwellings and windows to take best advantage of daylight, while avoiding overexposure to direct sun on south and west facades. Taller ceilings and taller windows should be considered to enhance natural light in living areas.
- DSG 6.2 Operable windows.** In living rooms or other primary living spaces, provide multiple operable windows when possible to facilitate cross ventilation.
- DSG 6.3 Window orientation.** Avoid facing windows directly opposite neighboring windows, particularly in the case of bedroom windows. Where dwellings face onto constricted spaces, utilize landscaping or other elements to screen views between units.
- DSG 6.4 Ground-floor unit windows.** For ground floor dwelling units, provide buffers between windows and outdoor walkways, sidewalks or public right-of-ways. Provide landscaping or other means to limit views into units while still allowing residents to have “eyes on the street.”
- DSG 6.5 Glazing transparency.** Utilize translucent or semi-transparent glazing to provide privacy while still maximizing the potential for day lighting.
- DSG 6.6 Outdoor space screening.** Provide screening or landscaping between adjacent private outdoor spaces to allow simultaneous use by residents.
- DSG 6.7 Noise considerations for operable windows.** In the placement of operable windows, consider the potential for noise transfer between units.
- DSG 6.8 Sound-absorptive surfaces to limit reverberation.** At narrow courtyards and other spaces between buildings, provide absorptive surfaces in the form of landscaping and other materials to limit reverberation.

7 BUILDING SIGNAGE

Building signage is an important streetscape element that will provide residents, visitors, and employees information to explore and navigate North Downtown. It also provides an opportunity to convey the character of an entire area or individual district through distinctive signage using specific materials or placement. Signage in the City of Walnut Creek, including in the North Downtown Area, is regulated by the City’s sign regulations (Title 10, Chapter 8 of the Municipal Code). Additional guidance specific to the North Downtown area is provided here. The goal of these design guidelines is to ensure that appropriate materials, types, and design are used in the Plan Area.

BUILDING SIGNAGE GUIDELINES

INTENT: *To design a visually rich and creative environment through unique and high-quality signage that conveys the character and building styles of the Plan area and the distinctive special districts.*

DSG 7.1 Sign materials. Signs should be made of durable and high-quality materials, such as metal or wood.

DSG 7.2 Compatibility. All signage should be compatible with the scale and architecture of the building. As stated in the City’s sign regulations, the total aggregate sign area shall be calculated based upon the building frontage and floor area of the particular use.

DSG 7.3 Sign types. Small-scale, projecting signs such as shingle signs, bracket signs, wall signs, and under-canopy signs are encouraged, particularly in mixed-use areas, the Arts District, and other pedestrian-oriented areas. Freestanding signs (including monument and post signs) are discouraged.

DSG 7.4 Sign design. Sign shapes, materials, colors, and type styles should complement building styles and reflect the business that they represent in creative, fun, and functional ways.

DSG 7.5 Sign location. All signage should be pedestrian-oriented, attractive, and well-integrated into building facades.

DSG 7.6 Arts District signage. The following guidelines apply to signage in the Arts District.

- New construction should provide iconic signage that is consistent with the desired character of the district (i.e., artistic, creative, and colorful).
- Neon signs (or LED signs that look like neon) are allowed and encouraged in this district and energy-efficient, color-corrected lamping should be used.

DSG 7.7 Makers' Row district signage. Sign designs in the Makers' Row District should be consistent with the desired character (edgy, industrial, and unique) of the district. Signage materials and designs are encouraged to reflect the nature of the makers' business. Neon signs (or LED signs that look like neon) are allowed and encouraged in Makers' Row.

DSG 7.8 Building sign placement. Signage should not obscure architectural details, such as recesses, structural bays, or fenestration.



Examples of colorful, arts-themed signage that could be compatible with the Arts District

Examples of industrial signage that could be compatible with Makers' Row district

8 PUBLIC ART, STREETSCAPE FURNISHINGS, AND WAYFINDING

Public art, streetscape furnishings, and wayfinding should enhance the pedestrian experience and contribute to a sense of community. Wayfinding should be designed to help visitors navigate in and around North Downtown. The following guidelines are intended for public realm improvements along all streets and paths.

PUBLIC ART, STREETSCAPE FURNISHINGS, AND WAYFINDING GUIDELINES

INTENT: *To foster a comfortable and welcoming urban environment through public art, streetscape furnishings, and wayfinding. To promote the special districts through unique design features and help residents and visitors navigate their way around North Downtown.*

PUBLIC ART

DSG 8.1 Public art fund. Allow the use of funds collected for the City’s Public Art Fund towards the installation of art in public spaces throughout the Plan Area, and particularly in the Makers’ Row and Arts District in coordination with the Public Art Master Plan.

DSG 8.2 Public Art Program. Developers are encouraged to work with the City’s Public Art staff to most effectively enhance their property with public art as defined by the Public Art Master Plan Ordinance.

DSG 8.3 Artist-designed stormwater treatment. Consideration should be given to designing green infrastructure with integrated artistic features, such as incorporating rainwater retention and detention into outdoor sculptural water features.



Example of public art



Example of public art

STREETSCAPE FURNISHINGS

DSG 8.4 Street furniture. Provide street furniture, such as benches and seating areas, along sidewalks throughout North Downtown to provide pedestrians with a place to sit and relax.

DSG 8.5 Artist-designed furnishings and streetscape. Design street furniture and other public furnishings to integrate artistic features, supporting design creativity in new furnishings and streetscape installations.

DSG 8.6 Public streetscape furnishings character and palette. Utilize a coordinated palette for street furnishings – including for benches, planters, bike racks, trash receptacles, bollards, and tree grates – consistent with the following guidance:

- Streetscape furnishings north of Ygnacio Valley Road, especially in the Makers’ Row District, should reflect the area’s identity by incorporating industrial, metal-work, trendy, and/or sculptural design elements.
- Streetscape furnishings in the area south of Ygnacio Valley Road, particularly the Arts District, should reflect the area’s identity by incorporating artsy, theatrical/figurative, fun, colorful/neon, and/or eye-catching design elements. Furnishings may also incorporate other themes and styles from the traditional Downtown.

DSG 8.7 East-west mid-block pathway furnishings. Provide a unique, unified furnishings palette for the new east-west mid-block pathway envisioned between North Civic Drive and North Broadway (as an extension of the existing BRIO pathway – also shown in the Mobility Chapter), reinforcing an integrated east-west connection between BART and the Iron Horse Trail.

DSG 8.8 Pedestrian-scaled lighting. Provide pedestrian-scaled lighting on all streets and mid-block pathways.

DSG 8.9 Downtown lighting styles. The style of light posts used in the Traditional Downtown and the use of pedestrian-oriented decorative string lights should be extended into North Downtown south of Ygnacio Valley Road.



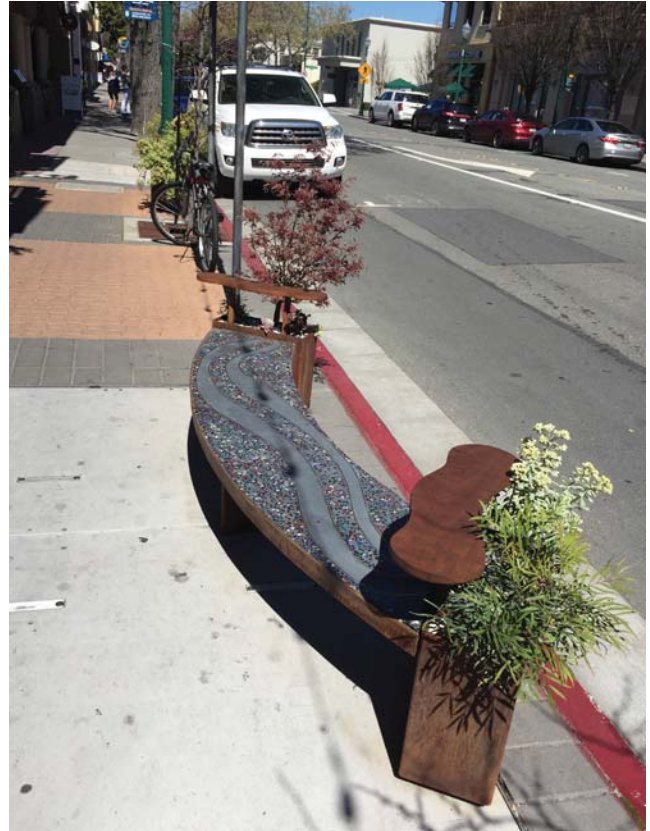
Continue downtown light posts into Plan Area

MAKERS' ROW

Examples to illustrate thematic public art, streetscape furnishings and wayfinding.



Example of wayfinding signage



Example of artistic street furniture



Example of artistic downspout



Example of public art and seating areas

ARTS DISTRICT

Examples to illustrate thematic public art, streetscape furnishings and wayfinding.



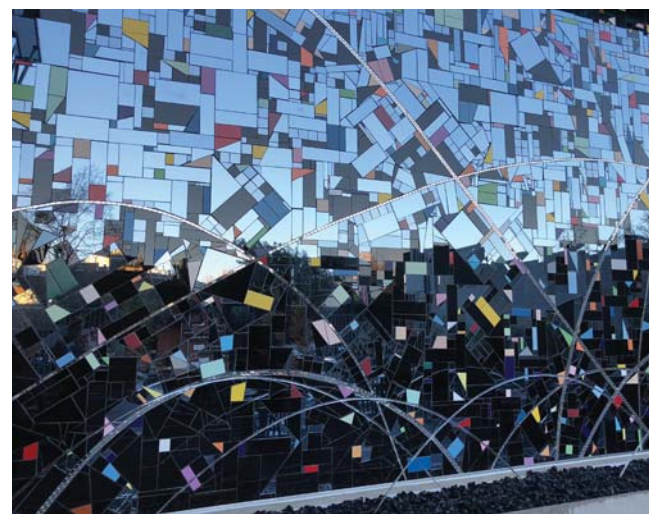
Public art integrated into wayfinding signage



Light pole banner currently in Downtown Walnut Creek



Example of art-themed wayfinding signage



Example of public art integrated into building facade

WAYFINDING

DSG 8.10 Public wayfinding and signage program. The City should implement its citywide wayfinding system to highlight unique locations and districts in the Plan Area. The citywide wayfinding guidelines could be amended and wayfinding signage installed to meet the following design objectives:

- Identify variations and thematic differences within the Arts District and Makers' Row, to be more consistent with the unique character, architecture, building signage and public furnishings desired in these areas.

- Identify key destinations and facilities, such as public parking, transit stations, parks, civic destinations, and bike routes in the Plan Area.
- Be co-located with other streetscape furniture, such as street lights and transit shelters, where possible to enhance visibility and reduce visual clutter.
- Include creative elements such as decorative paving and landmark features that can serve as both wayfinding and public art.

DSG 8.11 Banners. Utilize banners installed on street light poles to highlight special districts and events, such as the farmers' market.



Examples of wayfinding signage

WAYFINDING

Wayfinding is the system of elements that helps people navigate safely and comfortably through an unfamiliar environment. Effective wayfinding creates places that are more legible so people can determine the location of destinations, identify routes, and recognize areas of different character. Wayfinding not only includes unified signage, but can also include banners, landmark features, gateways, arches, special landscaping, artistic elements and installations, and other identifying elements.



CHAPTER 5: MOBILITY



MOBILITY

The mobility chapter describes the future transportation network for all modes of travel within the Specific Plan area. The chapter includes the following topic areas:

- 1 **Circulation network** – A description of the Plan’s vision for the car, bicycle, pedestrian, and transit networks in the Plan Area.
- 2 **Street and intersection design concepts** – Cross section designs for selected strategic roadways in the Plan Area, and several examples of intersection designs.
- 3 **Transportation demand management** – An array of measures that can be used by the City, employers, and residential site management to maximize opportunities for the use of transit, bicycling, walking, and carpooling, and minimize growth in traffic congestion.
- 4 **Parking** – An approach to managing on-street and off-street parking, including proposed off-street parking supply ratios for new development and parking reduction measures.

PROJECT GOALS RELATING TO MOBILITY:

- **Multimodal transportation.** To support and expand existing transit, bicycle and pedestrian transportation to manage traffic congestion, serve a diverse population, and build a resilient local transportation system.
- **Build on N. Main St./YVR Specific Plan.** To expand upon the mobility concepts of the North Main Street/ Ygnacio Valley Road (NMS/YVR) Specific Plan, which was adopted in 2002 prior to the arrival of denser and more urbanized residential development in areas in and near the NMS/YVR Specific Plan Area.
- **Reinvestment in transportation infrastructure.** To direct and facilitate reinvestment and redevelopment within this portion of the Core Area of the City and to identify new infrastructure improvements needed to expand access to a broad range of transportation options, including walking, bicycling, and transit.
- **Non-vehicular connections.** To identify where optimal non-vehicular transportation connections should occur, and create and implement land use policies that take full advantage of the Plan Area’s proximity to the Walnut Creek BART station and the traditional downtown.

1 CIRCULATION NETWORK

The proposed circulation network is designed to serve all travel modes. It consists of the roadways and sidewalks that serve vehicles, pedestrians, bicyclists and transit vehicles, as well as off-street shared-use paths and pedestrian-only connections. The North Downtown circulation network has been developed in accordance with the project goal for multimodal transportation, the Complete Streets Policy, and the policies in the City’s General Plan, Bicycle Master Plan and Pedestrian Master Plan. The proposed circulation improvements support a multimodal transportation network, which is necessary to mitigate potential traffic congestion associated with future growth in the Plan Area and to keep the vehicular capacity manageable. The circulation concepts enhance mobility throughout the plan area through the addition of a number of new connections and emphasis on multimodal streets. The focus of new facilities is to enhance the existing pedestrian and bike environment to provide additional opportunities for alternative modes to the single-occupancy vehicle. The images that follow highlight the key features of the proposed circulation network, including proposed multimodal improvements. A map illustrating the locations of the planned improvements is shown in **Figure 5.1**.

The proximity of the Plan Area to the Walnut Creek BART Station presents a unique opportunity to maximize transit trips by improving the multimodal links leading to BART. Enhanced east-west connections between the Iron Horse Trail and the BART Station will provide direct connections to transit, enhancing pedestrian and bicyclist safety in the area.

WHAT ARE COMPLETE STREETS?

A Complete Street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truck drivers, and motorists, appropriate to the function and context of the facility. Every Complete Street looks different, according to the local context, community preferences, the types of land uses and related road users, and the City’s needs. The City of Walnut Creek adopted a Complete Streets policy on December 15, 2015.

CIRCULATION NETWORK POLICIES

INTENT: *To make travel safe, convenient, and accessible for users of all ages and abilities, including bicyclists, pedestrians, motorists, and transit riders.*

- MB 1.1 Complete Streets.** Design a multimodal transportation system with a “complete streets” approach, balancing the needs of all users.
- MB 1.2 East/west multimodal connections.** Enhance east/west pedestrian and bicycle connections between the Iron Horse Trail and the Walnut Creek BART station. Enhance pedestrian and bicycle connections from BART and the North downtown area to the traditional downtown and Civic Park.
- MB 1.3 Mid-block paths.** Provide new connections, including mid-block paths, to break up large blocks and provide more options for pedestrian and bicyclists.
- MB 1.4 Design.** Design shared-use paths, mid-block shared-use paths and pedestrian paths to be safe, comfortable, inviting, and include amenities such as pedestrian lighting, benches, and appropriate landscaping.
- MB 1.5 Expanded bus service.** Support the expansion and increased frequency of bus service through the North Downtown, including the free trolley.
- MB 1.6 Wayfinding.** Establish a clear and comprehensive wayfinding system to help all users find their way both within and through the North Downtown area.
- MB 1.7 Vehicular capacity.** Maintain or improve vehicular capacity to maximize circulation potential.
- MB 1.8 Multimodal measures.** Implement multimodal measures to accommodate increased travel demand within the Specific Plan area.
- MB 1.9 Local connections.** Formalize connections to Walnut Creek Intermediate School and the Iron Horse Trail.
- MB 1.10 Ygnacio Valley Road.** Ensure Ygnacio Valley Road continues to be a regional route of significance through the Plan Area.

CIRCULATION KEY FEATURES

Improve pedestrian crossings at key locations, such as with controlled or enhanced crosswalks.



Formalize connections to Iron Horse Trail and Walnut Creek Intermediate School.



CIRCULATION KEY FEATURES

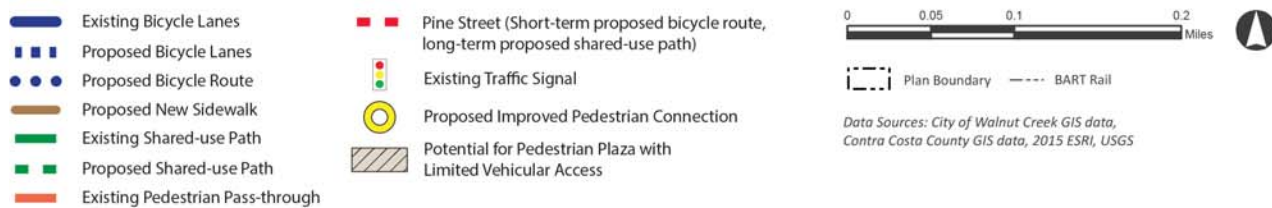
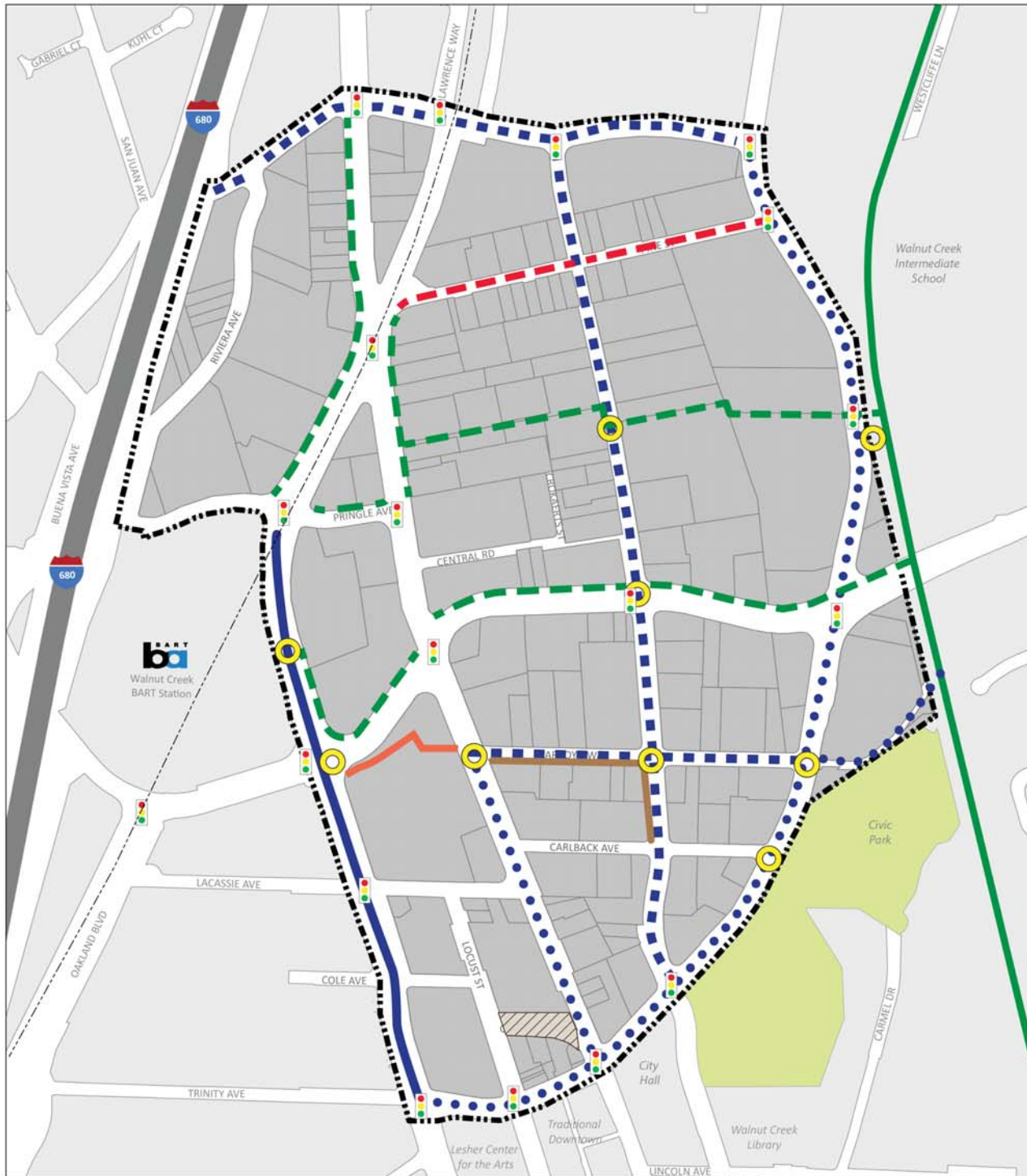
Improve the bicycle network with new bike lanes and bike routes.



Create shared-use pedestrian/bike paths.



Figure 5.1
CIRCULATION NETWORK



ROADWAY NETWORK

The North Downtown Specific Plan roadway network consists of the current roadways within the North Downtown area; no new roadways are proposed. However, many roadways are proposed to be re-designed to accommodate pedestrian and bicycle improvements, including narrowed vehicle travel lanes and, in one case, a reduced number of travel lanes. In some cases, there is a need for increased right-of-way to accommodate the proposed roadway designs.

The net effect of the changes will be improved pedestrian and bicycle mobility, with minimal impact on vehicular mobility, since the current number of vehicle lanes will be maintained at all intersections, which are the primary source of delay for motorists. More detail on the proposed roadway designs is provided in the Street and Intersection Design section.

BICYCLE AND PEDESTRIAN NETWORK

The Specific Plan includes several new bicycle, pedestrian, and shared-use (shared bicycle/pedestrian) facilities. The new facilities will complete these networks, allowing more convenient, safe, and comfortable travel by foot and bicycle. Key destinations (shown in **Figure 5.2**) within and adjacent to the Plan area will be more accessible with these improvements, including the BART station, schools, residential sites, and retail/dining/entertainment venues. **Figure 5.1** shows the location of the existing and proposed new off-street and on-street pedestrian and bicycle facilities in the Plan Area. Phasing and cost estimates for all the circulation improvements identified in this chapter are provided in **Table 7.3** in Chapter 7. Many of the pedestrian and bicycle improvements address the need for more east-west connectivity, to “break up” large blocks and provide comfortable facilities on streets that are currently dominated by vehicle traffic.

NEW AND IMPROVED BICYCLE FACILITIES

- New bicycle lanes, with a buffer between adjacent on-street parking, on North Broadway between Parkside Drive and Ygnacio Valley Road.
- New bicycle lanes on North Broadway between Ygnacio Valley Road and Civic Drive.
- New bicycle lanes on Arroyo Way between North Main Street and Civic Drive.
- A new signed bicycle route on Civic Drive between Parkside Drive and North California Boulevard.
- A new signed bicycle route on North Main Street between Arroyo Way and Civic Drive.
- New bicycle lanes along Parkside Drive.



Bike sharrow on Riviera Avenue

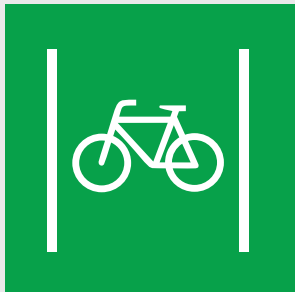
BICYCLE FACILITIES



BIKE ROUTE

Description: A bike route is an on-street sign-posted facility where bicycles and automobiles share the travel lane. It is often painted with a shared lane arrow or “sharrow” to alert motorists that they may need to share the roadway. In cases where there is more than one travel lane, bicycles and automobiles typically share the outside lane.

Purpose: To provide a shared use with motor vehicle traffic, typically on lower volume roadways.



BIKE LANE

Description: A bike lane is a dedicated one-way striped travel lane for bicycles alongside automobile traffic. The most common types of bike lanes include the conventional striped bike lane, buffered bike lanes, or protected bike lanes. The typical width of a bike lane is six to eight feet.

Purpose: To provide an exclusive space for bicyclists on the road.



SHARED-USE PATH

Description: A shared-use path may be either a paved path or trail closed to motor vehicles and exclusively used by pedestrians and cyclists. The typical width of a shared-use path is fourteen feet, with eight feet dedicated to cyclists and six feet dedicated to pedestrians.

Purpose: To provide a safe and comfortable environment to bike and walk that is completely separated from roadway traffic.

NEW AND IMPROVED PEDESTRIAN FACILITIES

- Widened sidewalks on North Broadway between Civic Drive and Ygnacio Valley Road.
- Completion of the sidewalk network on the north side of Pine Street, the south side of Arroyo Way between North Main Street and North Broadway, and the west side of North Broadway south of Arroyo Way.
- Improved pedestrian connections (signal, high-visibility striping, curb extensions, and/or other treatments) at the locations shown on **Figure 5.1**.
- Formalized connection to Walnut Creek Intermediate School from North Civic Drive via the Iron Horse Trail, in coordination with relevant agencies and property owners.



Green bike lane on Contra Costa Boulevard



Example of shaded sidewalk with benches

NEW SHARED-USE PATHS

East/west connections

- A new east-west shared-use path on the south side of Pine Street between North Main Street and Civic Drive (long-term potential).
- A new east-west mid-block shared-use path between North Main Street and Civic Drive, mid-way between Pine Street and Ygnacio Valley Road. This would be aligned with the current public access roadway on the north side of the Brio Apartments at 161 North Civic Drive and could be designed as shown in **Figure 5.14**.
- A new east-west shared-use path on Pringle Avenue between North California Boulevard and North Main Street to connect the aforementioned east/west connections north of Ygnacio Valley Road to the Walnut Creek BART station.
- A new east-west shared-use path on the north side of Ygnacio Valley Road between North California Boulevard and Civic Drive.
- A new shared-use path on the eastern end of Arroyo Street to connect Civic Drive and the Iron Horse Trail.
- Widening of the existing pedestrian pathway on Brio Drive to accommodate both pedestrians and bicycles.

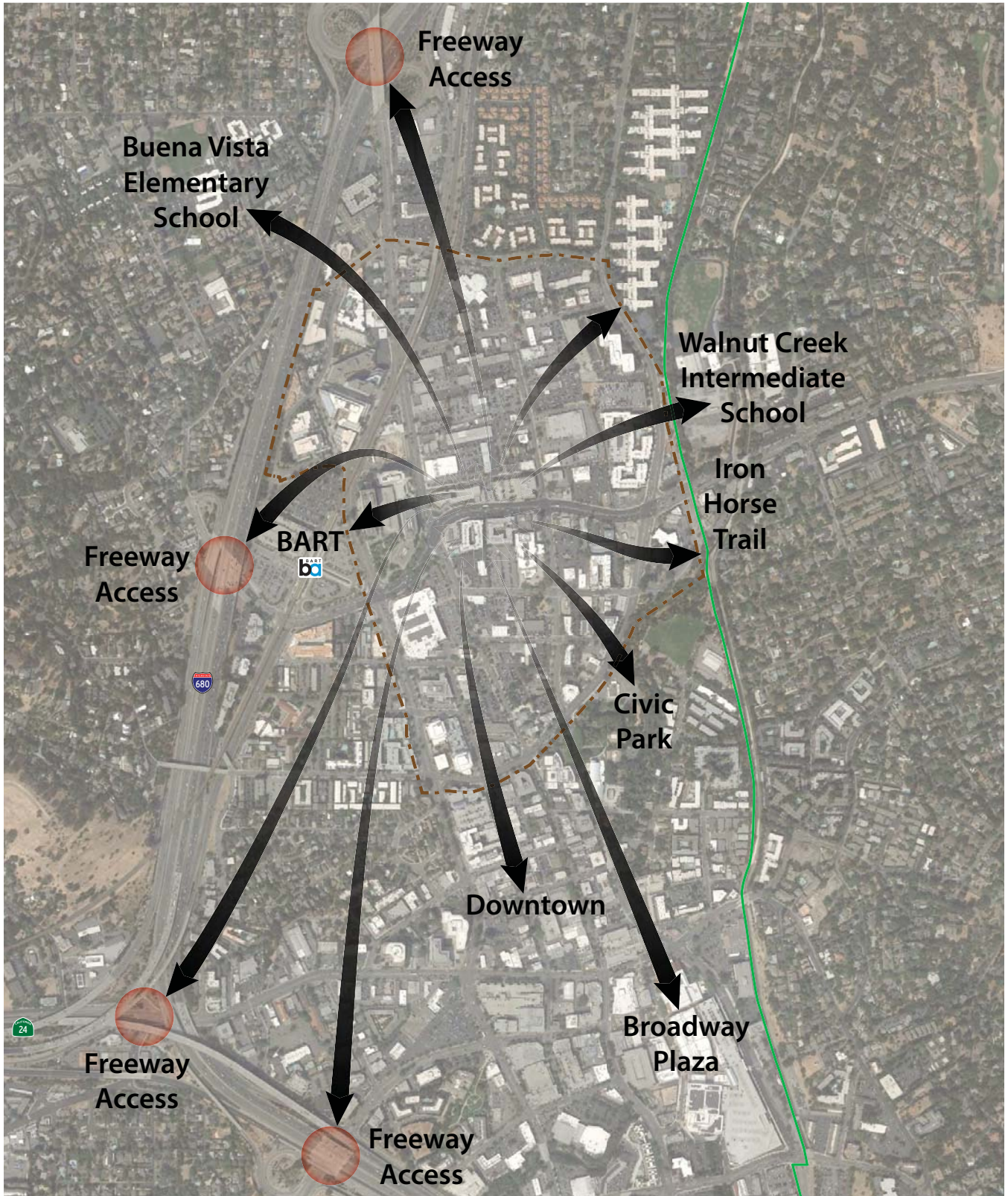
North/south connections

- A new north-south shared-use path on the west side of North Main Street between Parkside Drive and Pringle Avenue.
- A new north-south shared-use path on the east side of North Main Street between Pine Street and Ygnacio Valley Road.
- A new north-south shared-use path on the east side of North California Boulevard, between the planned mid-block crossing to the BART station and Ygnacio Valley Road.



Example of shared-use path

Figure 5.2
MAJOR DESTINATIONS



TRANSIT NETWORK

The North Downtown Specific Plan envisions and accommodates improvements to transit service, including increased frequencies and the extension of transit routes into the Plan area, with the potential extension of the free ride transit service and of other fixed routes. The City does not control the selection of routes, bus frequency, and stops, but will work with Contra Costa County Transit Authority (CCCTA) to promote changes and improvements to service over time as new development occurs. North Broadway, which has significant development potential in the Plan Area and is a centrally located north-south roadway, is a potential transit route street in the future (shown in **Figure 5.3**). The street and intersection design concepts that follow include enhancements to facilitate efficient bus service and to improve comfort and convenience for bus riders. These include bus platforms that are extensions of the curb that provide more space for riders to wait, board, and disembark, and that improve bus route efficiency by reducing the time spent pulling out of and back into traffic.

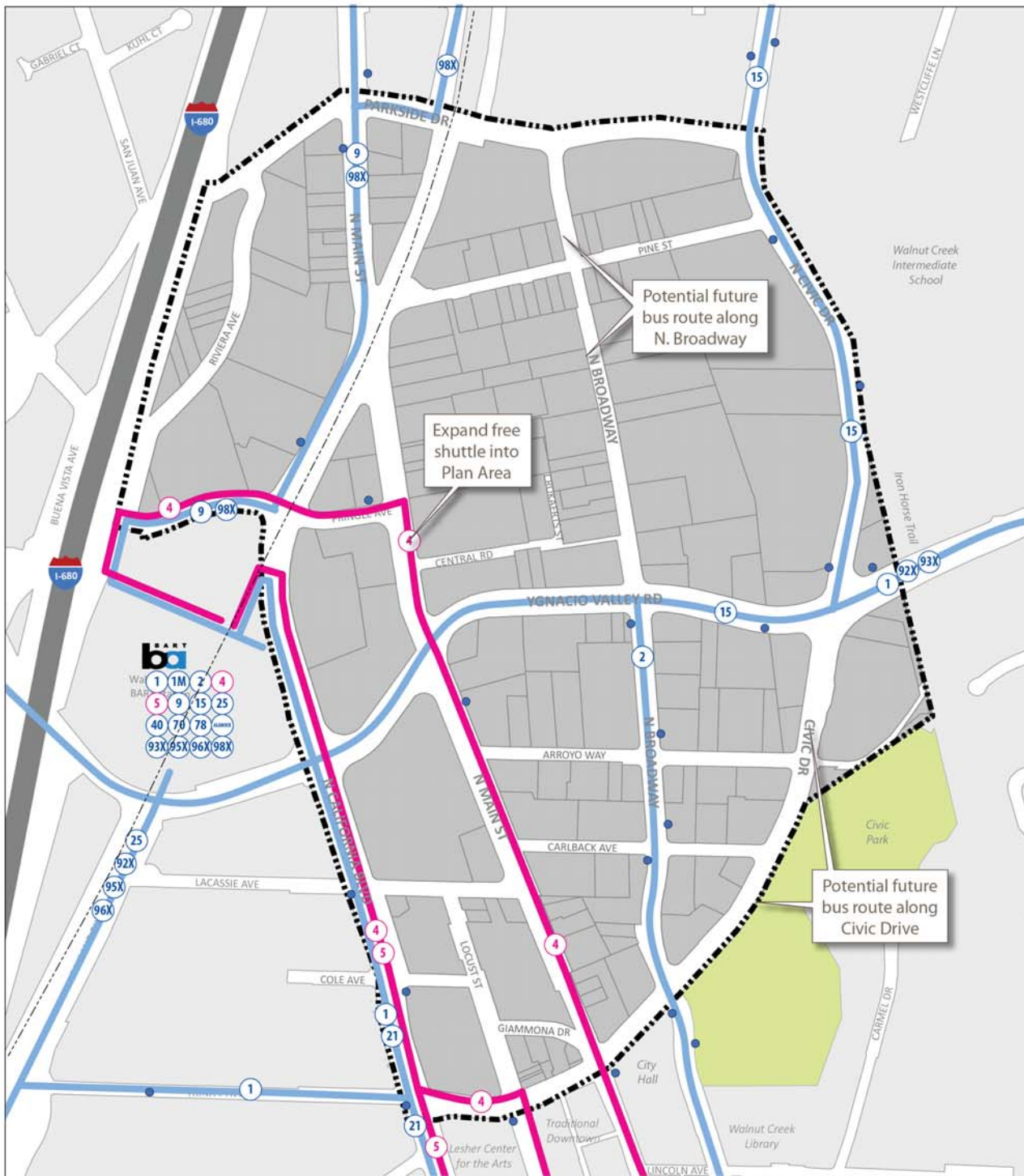
The Walnut Creek Bart Station, immediately west of the Plan Area, is a regional transit hub. The Plan Area is entirely within a ½-mile walkable distance to this major transit facility. This influenced the vision of the Plan Area as a mixed-use district that emphasizes a compact and walkable environment.



Walnut Creek's Free Trolley

Figure 5.3

TRANSIT NETWORK



Note: School trips and weekend service not shown.

- # Bus Routes and Route Numbers
- Bus Stops
- bART BART Bus Station
- # Walnut Creek Free Shuttle (Routes 4 and 5)
- BART Tracks



- Plan Boundary
- BART Rail

Data Sources: City of Walnut Creek GIS data, Contra Costa County GIS data, 2015 ESRI, USGS

2 STREET AND INTERSECTION DESIGN CONCEPTS

This segment provides illustrative drawings and descriptions of many of the proposed Plan Area improvements shown in **Figure 5.1**. While these concepts do not describe every improvement in **Figure 5.1**, they provide an overview of the types of circulation network improvements envisioned by the Plan.

STREET AND PATH DESIGNS

Figures 5.4 - 5.14 present proposed roadway re-design concepts for certain roadways within the North Downtown area. These concepts seek to improve the service to pedestrians, bicyclists and transit vehicles, while preserving vehicle capacity. Street design features also address the loading needs for passengers and commercial vehicles.

Only one concept proposes a reduction in the number of lanes – along North Broadway between Ygnacio Valley Road and Civic Drive. The proposed right-of-way dimensions are intended to be standards, while allowing for flexibility in the implementation process for the precise design and allocation of space for each of the street facilities proposed. In some cases, there was a need for increased right-of-way to accommodate the multimodal facilities. Setbacks were reduced on most streets to account for this increase, as shown in **Figure 4.4**.

Implementation of the street sections and designs described will require further design, engineering, and coordination with existing streets and properties. Detailed construction drawings will be provided for each street segment prior to implementation. **Table 5.1** provides a high-level summary of design considerations as various North Downtown streets are re-designed and adapted in the coming years. The table identifies the major and minor improvements expected as a result of each street design, as well as potential impacts of the design. In some cases, the design will have little or no change to the existing condition. In other cases, the proposed change is more extensive and will require a variety of physical alterations to the street.

STREET AND INTERSECTION DESIGN POLICIES

INTENT: *To ensure streets and intersections make travel safer for all users and that improvements reduce vehicle conflicts with pedestrians and bicyclists.*

MB 1.11 Complete streets. Design “complete streets” that balance and accommodate the needs of vehicles, pedestrians, cyclists, and transit as appropriate for different streets and land uses.

MB 1.12 Pedestrian crossings. Enhance pedestrian crossings with signage, striping, curb extensions, and/or signalized controls (shown as “proposed improved pedestrian connection” in **Figure 5.1**).

MB 1.13 Safe and comfortable facilities. Implement streetscape design features that slow vehicle speeds and ensure a safe pedestrian experience. Such features include curb bulb-outs, wider sidewalks, pedestrian-scaled lighting, coordinated wayfinding signage, street trees, and well-designed street furniture.

MB 1.14 Stormwater features. Incorporate sustainable stormwater features in the street designs.

MB 1.15 Flexible implementation. Ensure flexibility in the implementation of proposed street designs as land uses evolve.

MB 1.16 Curbside space. Balance the competing needs for curbside space, including short-term parking, passenger loading, transit service, garbage pickup and deliveries.

MB 1.17 Curb-cuts and driveways. Limit the addition of new curb-cuts and driveways to provide more space for on-street parking and reduce vehicle conflicts with pedestrians and bicyclists.

MB 1.18 Truck loading. Work with auto dealers and auto service businesses to develop an area-wide truck loading plan that provides several centrally located loading zones.

MB 1.19 Giammona Drive shared street. A potential shared street adjacent to the proposed plaza on Giammona should be designed to limit vehicular access and prioritize pedestrian accessibility, while still allowing for necessary slow-speed vehicular functions such as loading or deliveries. The final design should be coordinated with the design of a potential Giammona Square and be consistent with the concepts and priorities described for Giammona Square in Chapter 3.

MB 1.20 North Main Street Improvement Project. The costs of public improvements to North Main Street that were completed as part of the North Main Street Improvement Project - including curb, gutter, sidewalk, landscape, and traffic signal improvements - shall be reimbursed to the City of Walnut Creek by owners of parcels with frontage on this segment of North Main Street, consistent with Council Resolution Number 06-42 (2006). Property owners who have already paid this Improvement Fee consistent with Resolution 06-42 are exempt.

PINE STREET: NORTH MAIN STREET TO CIVIC DRIVE

As shown in **Figure 5.4a**, Pine Street is a two-lane roadway with parking on both sides, that serves commercial uses and is currently relatively auto-dominant. Auto carriers often use Pine Street to off-load and deliver new vehicles to adjacent auto dealerships.

The redevelopment of Pine Street envisions small-parcel commercial, manufacturing, and arts/crafts uses, and the street may thus experience greater pedestrian and bicycle demand in the future while still serving as a regional destination. In addition, this roadway may be an important east-west connector between Civic Drive and North Main Street for pedestrian and bicycle trips.

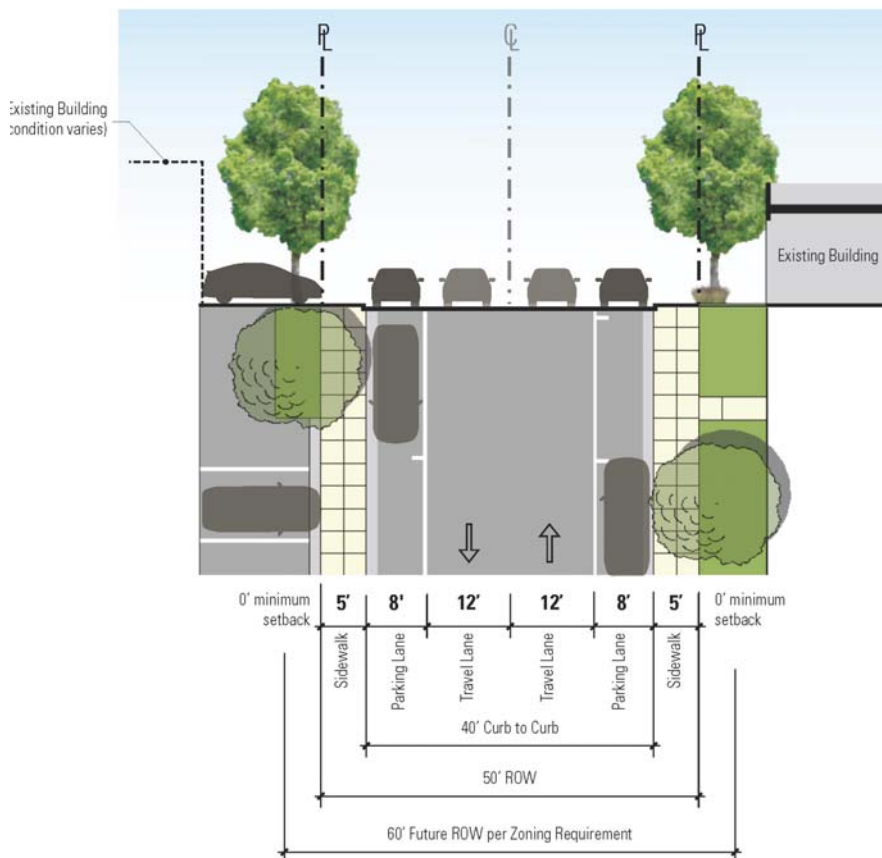
The North Downtown Plan envisions both near-term and long-term design changes for Pine Street, as shown in **Figures 5.4b** and **5.4c**, respectively. In the near-term (**Figure 5.4b**), with very minor improvements and no changes to the curb-to-curb street width, the roadway can be striped with

sharrows to provide a “share the road” message to bicyclists and auto/truck drivers. In addition, periodic curb extensions, or “parklets,” can be installed by property owners, with street furniture, additional landscaping, and amenities. Over time as properties develop, additional public right-of way space as required by the zoning ordinance, will pave the way for the long-term design described below.

The potential long-term design concept for Pine Street (**Figure 5.4c**) could replace on-street parking on the south side of the roadway with a shared-use pedestrian and bicycle path. The shared-use path would consist of a sidewalk adjacent to a two-way cycle track that would continue south along N. Main Street, creating a safe and dedicated route for pedestrians and bicyclists to travel between BART and the Iron Horse Trail. Street trees would be relocated to provide a buffer between the roadway and the path. The curb-to-curb roadway width would be reduced by eight feet to accommodate the shared-use path.

Figure 5.4a

EXISTING PINE STREET CROSS SECTION



LOCATION

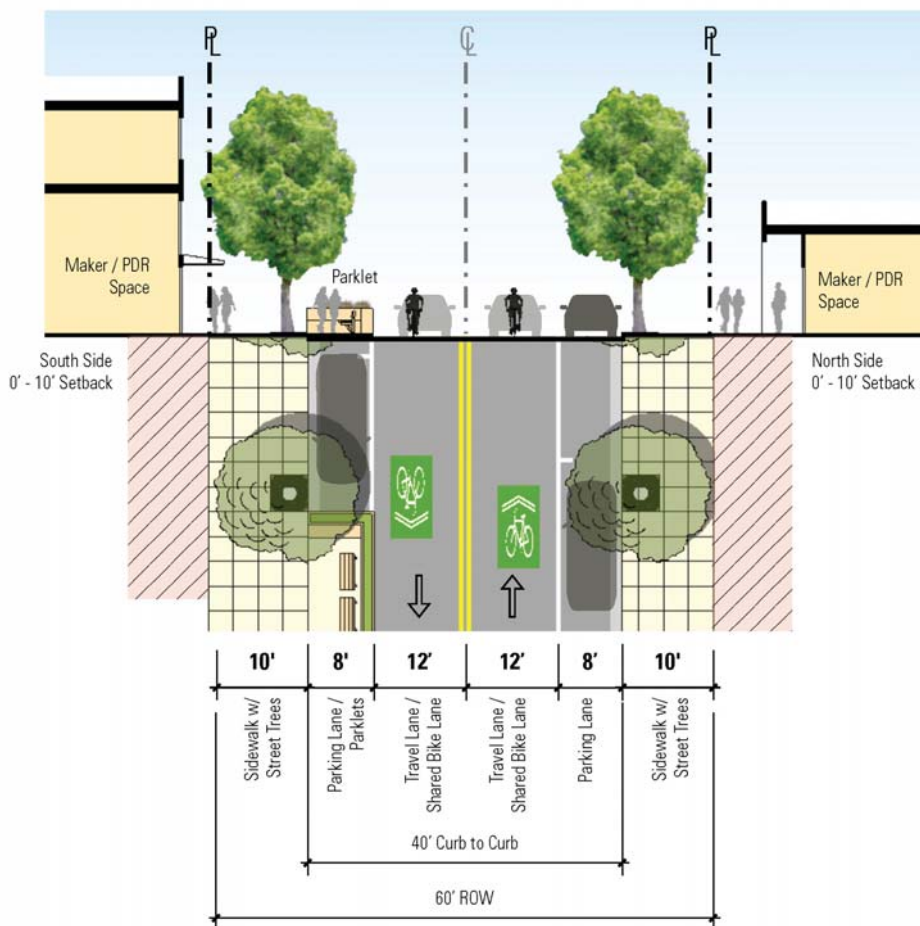


SUMMARY:

- Establish 0'-10' setback from property line
- Expand Right-of-Way (ROW) by 10' (consistent with zoning ordinance), from 50' to 60'
- Maintain curb to curb roadway dimension of 40' with parking on both sides of the street
- Provide shared bike lanes
- Could be achieved with minimal disruption to the existing street conditions
- Option to incorporate parklets in one parking lane (property owner provided)

Figure 5.4b

PROPOSED PINE STREET "SHORT-TERM SOLUTION" CROSS SECTION

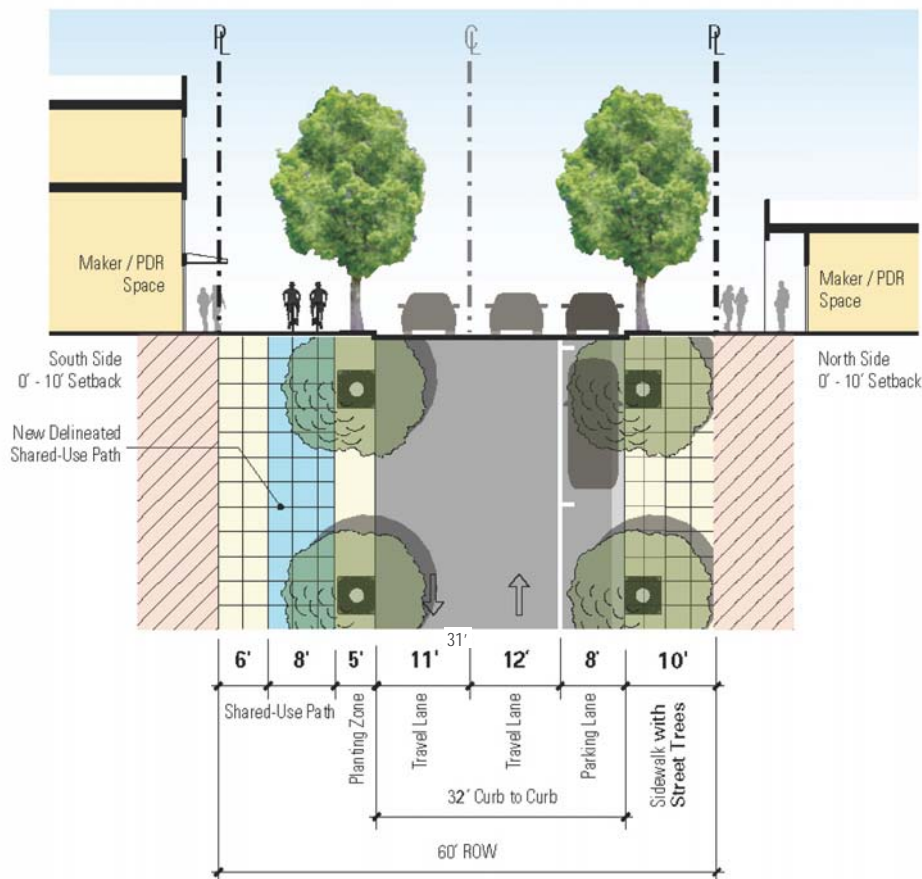


SUMMARY:

- Establish 0' - 10' setback from property line
- Expand ROW by 10' (consistent with zoning ordinance), from 50' to 60'
- Narrow curb to curb roadway by 9', from 40' to 31'
- Provide 14' shared-use path on south side of street, with 6' sidewalk and 8' bike path
- Reduce South travel lane to 11', from 12'
- Remove one parking lane

Figure 5.4c

POTENTIAL PINE STREET “LONG-TERM VISION” CROSS SECTION

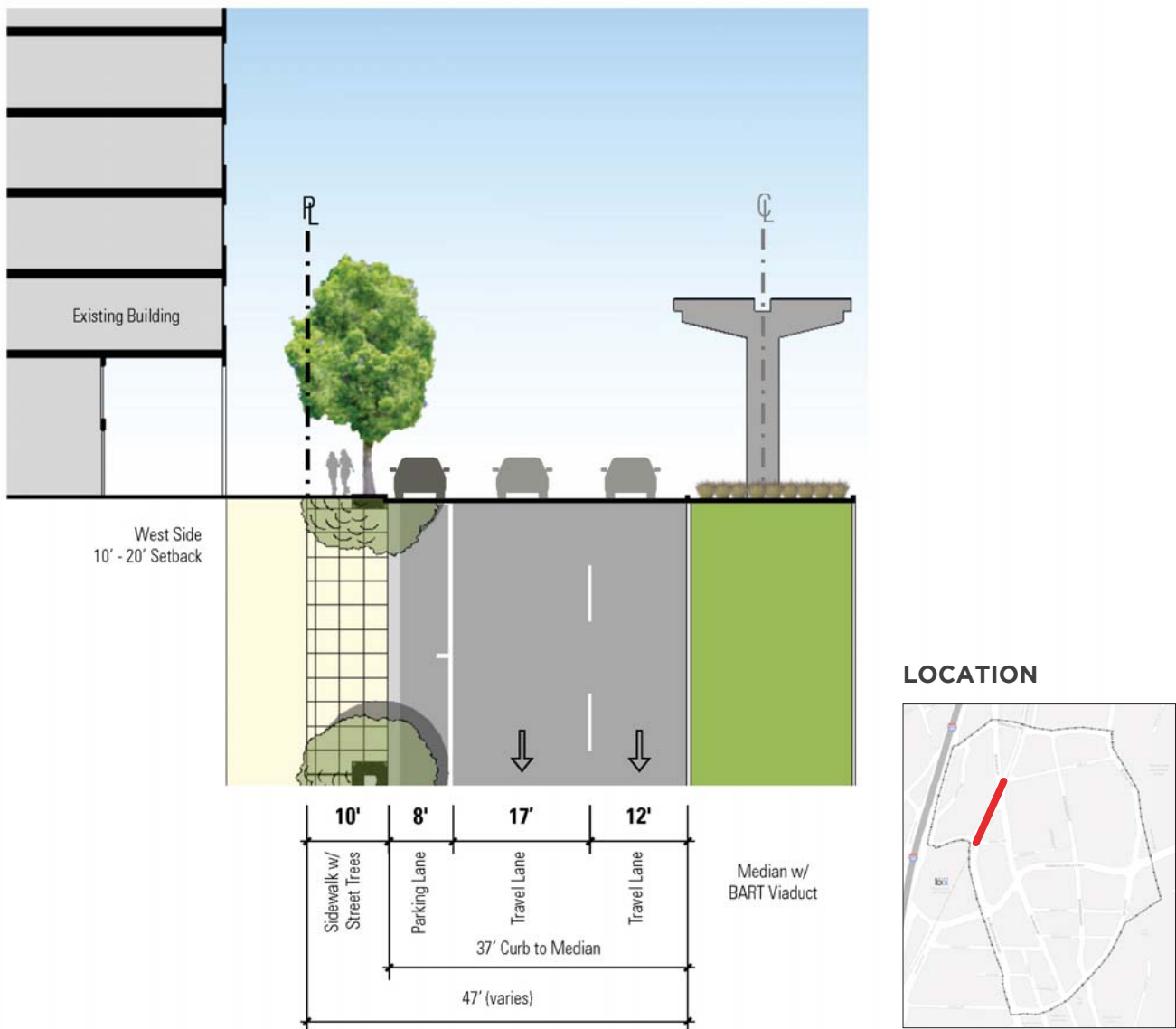


NORTH CALIFORNIA BOULEVARD: PINE STREET TO PRINGLE AVENUE

Figures 5.5a and 5.5b show the existing and proposed designs for the west side of North California Boulevard between Pine Street and Pringle Avenue. The future roadway is proposed to provide a shared-use path, which would connect via North Main Street to Parkside Drive, completing a connected network for bicyclists and pedestrians. In the section shown, between Pine and Pringle, space for the shared-use path would come from the parking lane and from narrowed travel lanes.

Figure 5.5a

EXISTING NORTH CALIFORNIA CROSS SECTION (PINE ST TO PRINGLE AVE)

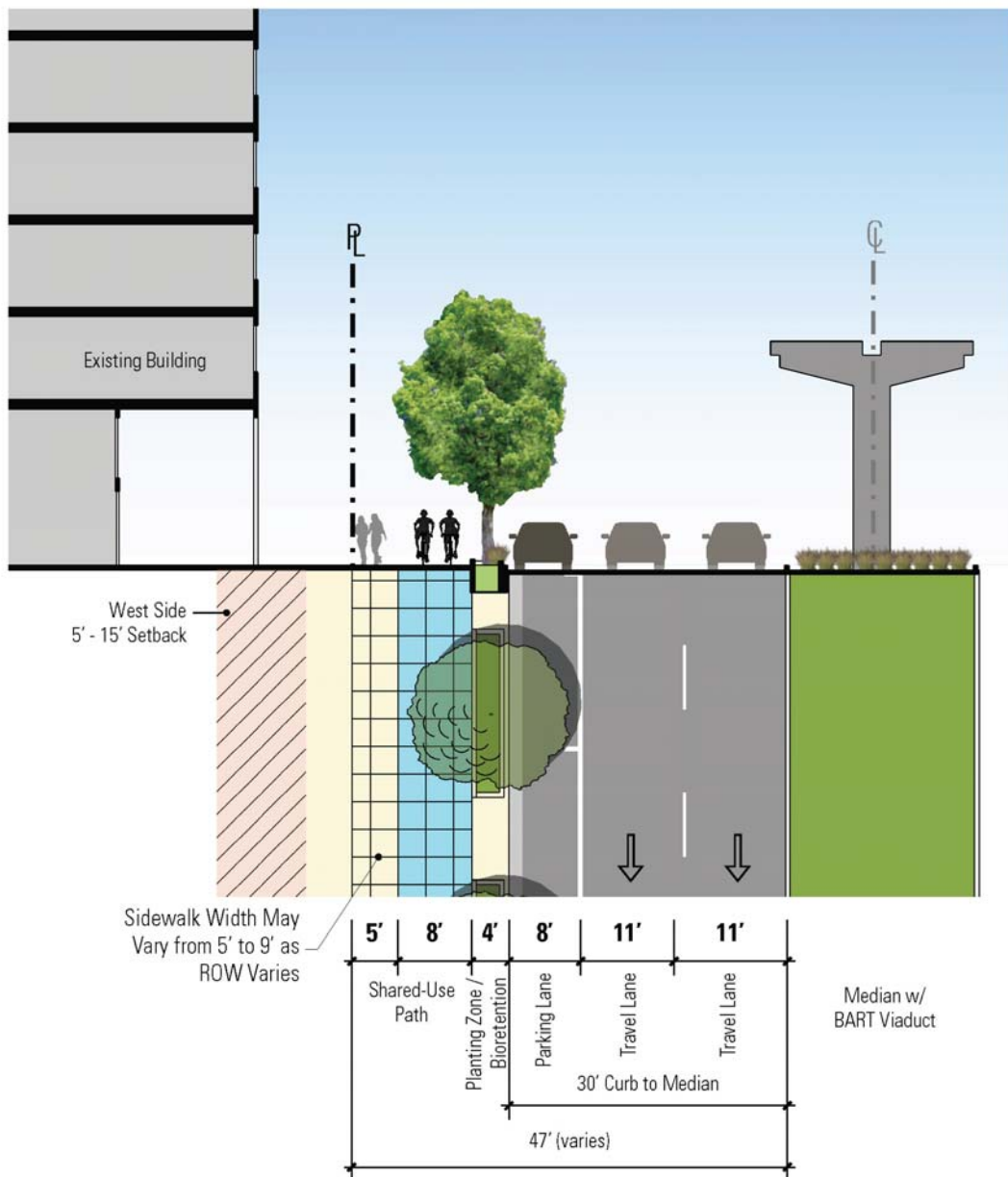


SUMMARY:

- Reduce minimum front setback from 10' to 5'
- Maintain existing ROW
- Reduce curb to median roadway dimension by 7', from 37' to 30'
- Integrate shared-use path on west side of street
- Reduce width of travel lanes to 11' each, from 17' and 12'
- Integrate bioretention planters

Figure 5.5b

PROPOSED NORTH CALIFORNIA CROSS SECTION (PINE ST TO PRINGLE AVE)

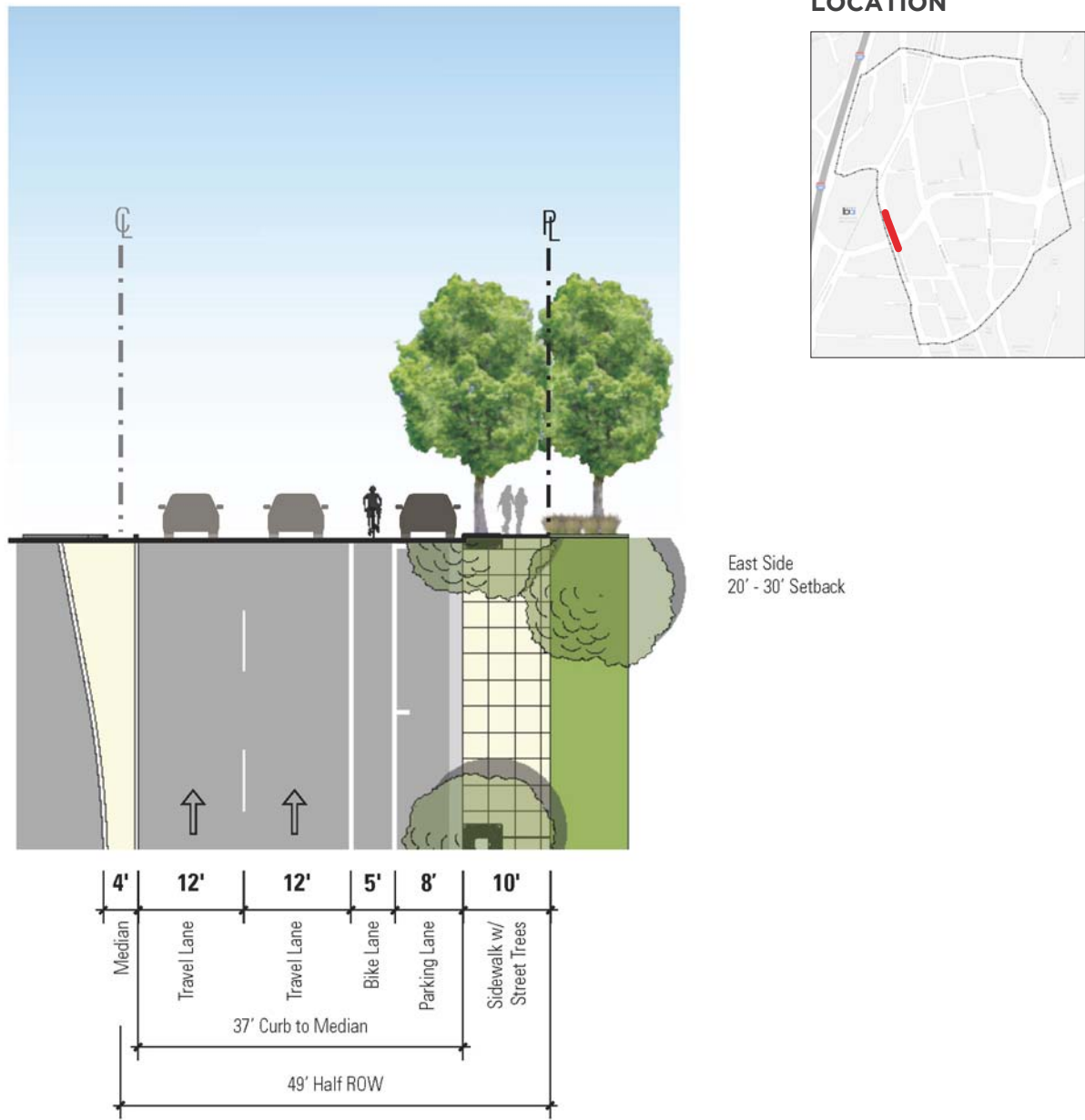


NORTH CALIFORNIA BOULEVARD: YVR TO PEDESTRIAN CROSSING AT BART

Figures 5.6a and 5.6b show the existing and proposed designs for the east side of North California Boulevard between Ygnacio Valley Road and the mid-block crossing to the BART station. The future roadway is proposed to provide a shared-use path connecting the Ygnacio Valley Road path with the BART station via the new crossing. This connection will support increased travel demand between the BART station, the Plan area, and points east, including the Iron Horse Trail, as development occurs.

Figure 5.6a

EXISTING NORTH CALIFORNIA BOULEVARD CROSS SECTION (YVR TO PEDESTRIAN CROSSING AT BART)

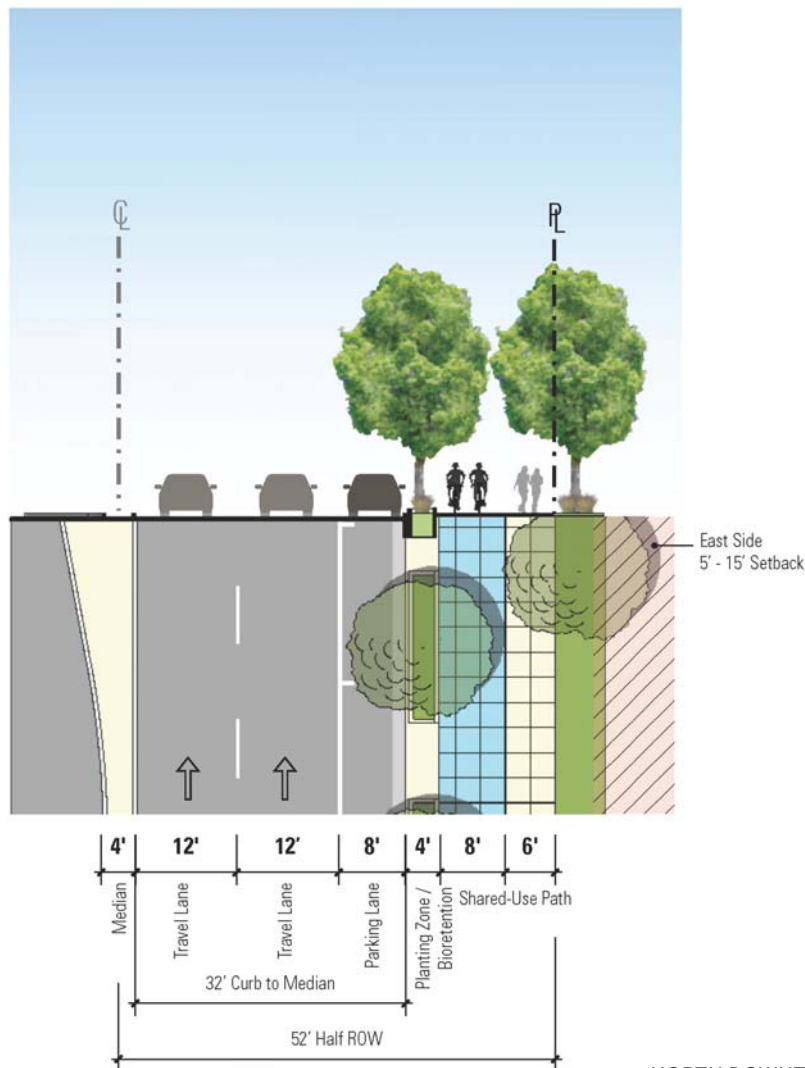


SUMMARY:

- Reduce minimum front setbacks by 15', from 20' 5'
- Expand ROW between the roadway centerline and the east edge of the street by 3', from 49' to 52'
- Reduce curb-to-median dimension by 5', from 37' to 32'
- Replace 5' bicycle lane with a 14' shared use path with 6' for pedestrians and 8' for bicyclists
- Remove bicycle lane striping (bicycle lane replaced with shared-use facility)
- Maintain vehicle lane widths
- Provide a 4' landscaped buffer between the shared-use path and the parking lane
- Preserve on-street parking

Figure 5.6b

PROPOSED NORTH CALIFORNIA BOULEVARD CROSS SECTION (YVR TO PEDESTRIAN CROSSING AT BART)

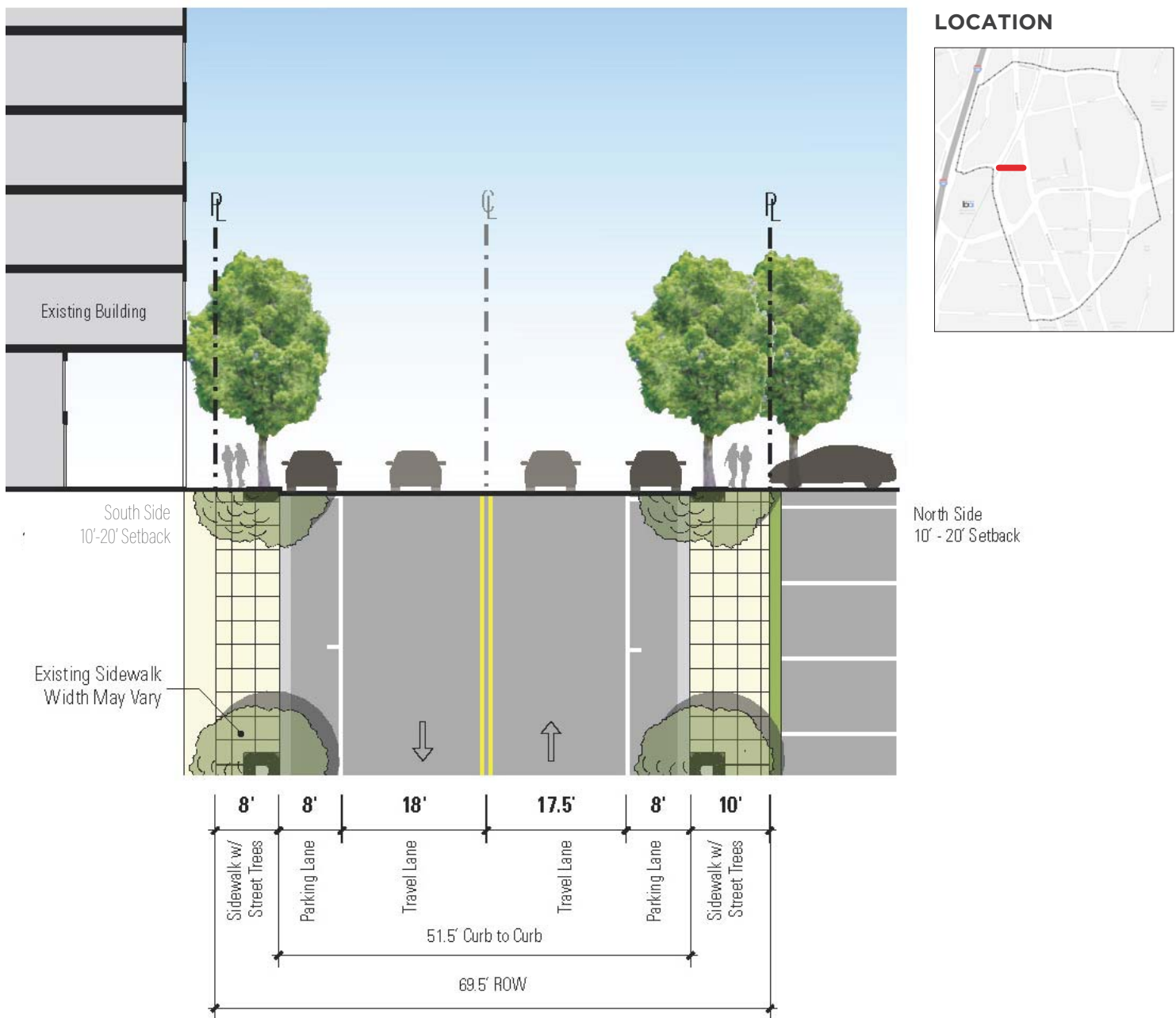


PRINGLE AVENUE: NORTH CALIFORNIA TO NORTH MAIN

Figures 5.7a and 5.7b show the existing and proposed designs for Pringle Avenue between North California Boulevard and North Main Street. This roadway is proposed to become a critical link in the east-west circulation network for pedestrians and bicyclists, allowing for connections to Pine Street via North Main Street and the mid-block connection to the BART station. This short block of Pringle Avenue currently has on-street parking on both sides and wide travel lanes. The travel lanes can be narrowed to provide for a shared-use path on the north side of the roadway.

Figure 5.7a

EXISTING PRINGLE AVENUE CROSS SECTION (NORTH CALIFORNIA BLVD TO NORTH MAIN ST)

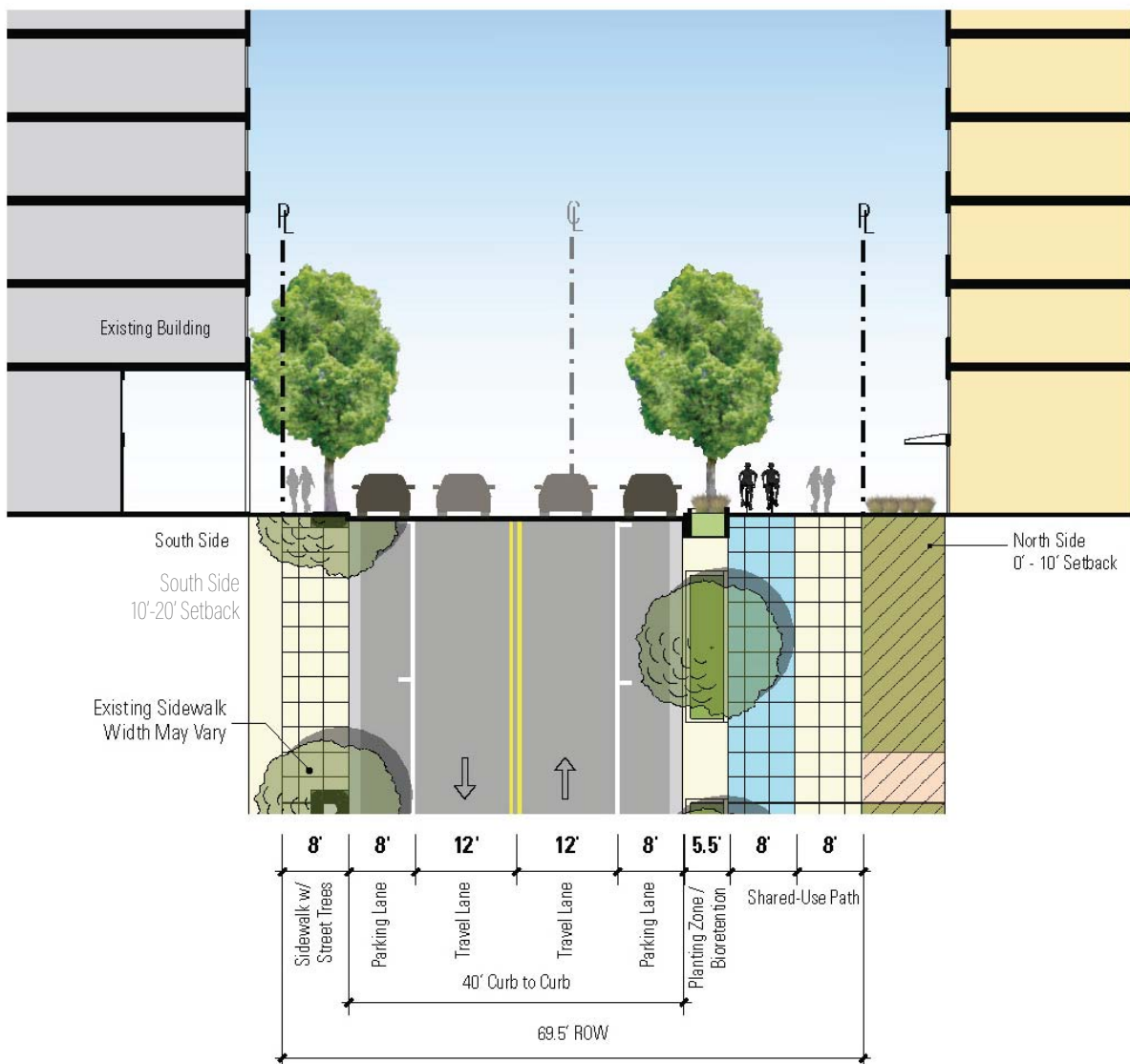


SUMMARY:

- Reduce minimum front setback by 10', from 10' to 0'
- Maintain existing ROW
- Reduce the curb-to-curb dimension by 11.5', from 51.5' to 40'
- Add a 16' north-side shared-use path, with 8' for pedestrians and 8' for bicyclists
- Reduce travel lane widths to 12'
- Maintain number of vehicle travel lanes
- Provide a 5.5' landscaped buffer between the shared-use path and the parking lane
- Maintain on-street parking

Figure 5.7b

PROPOSED PRINGLE AVENUE CROSS SECTION (NORTH CALIFORNIA BLVD TO NORTH MAIN ST)

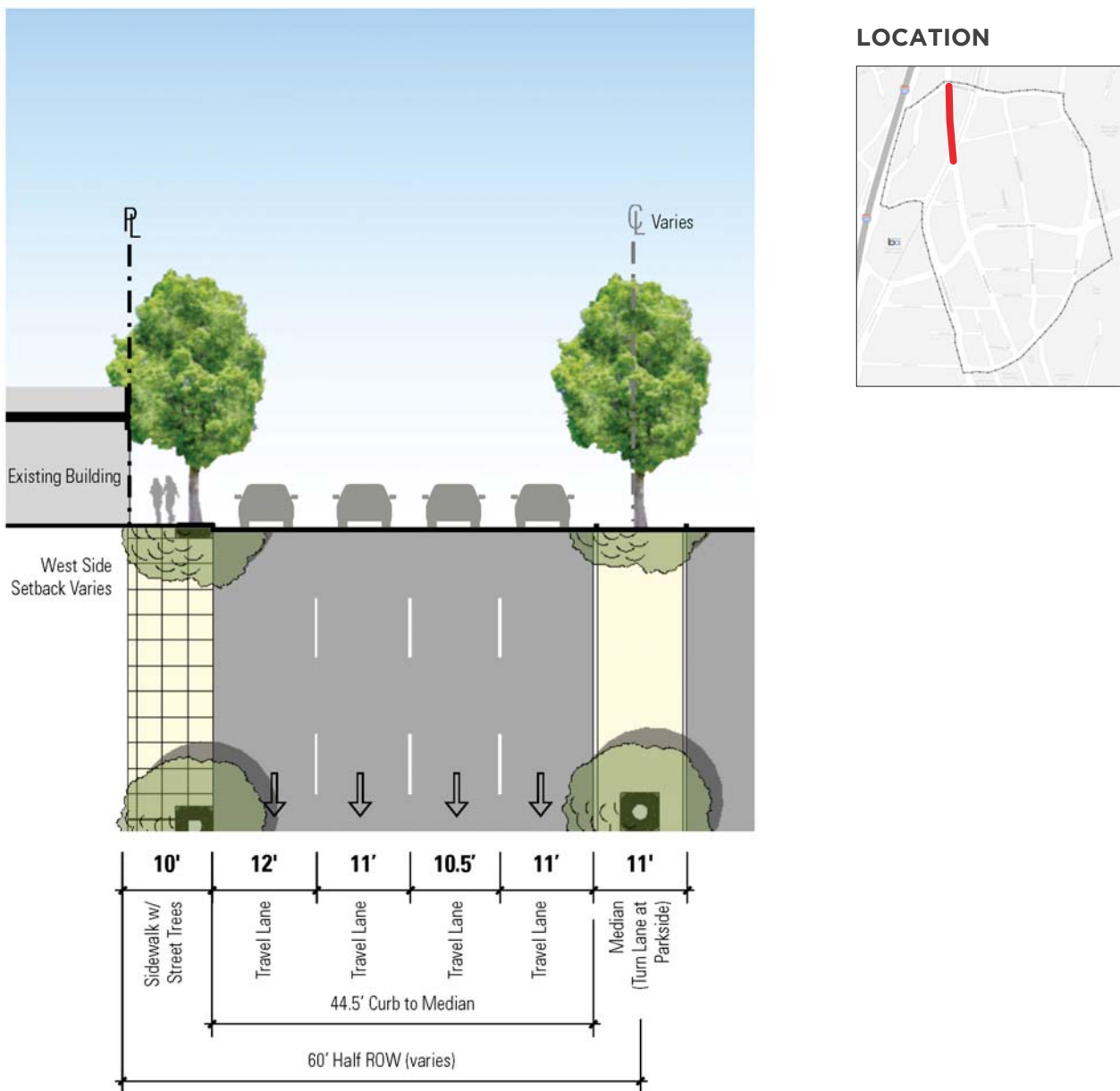


NORTH MAIN STREET: PARKSIDE DRIVE TO NORTH CALIFORNIA BOULEVARD

Figures 5.8a and 5.8b show the existing and proposed designs for the west side of North Main Street between Parkside Drive and North California Boulevard. This roadway is proposed to provide a continuation of the shared-use path proposed along North California Boulevard to the south. A 14-foot shared-use path providing six feet for pedestrians and eight feet for bicyclists is proposed, along with a four-foot landscaped buffer between the shared-use path and the adjacent travel lanes. This will provide a continuation of the shared-use paths proposed along North California Boulevard to the south. The current roadway provides four southbound travel lanes that split equally at the intersection with North California Boulevard and continue south, and a 10-foot sidewalk. Additional right-of-way will be needed to preserve the number and width of the travel lanes.

Figure 5.8a

EXISTING NORTH MAIN CROSS SECTION (PARKSIDE DR TO NORTH CALIFORNIA BLVD)

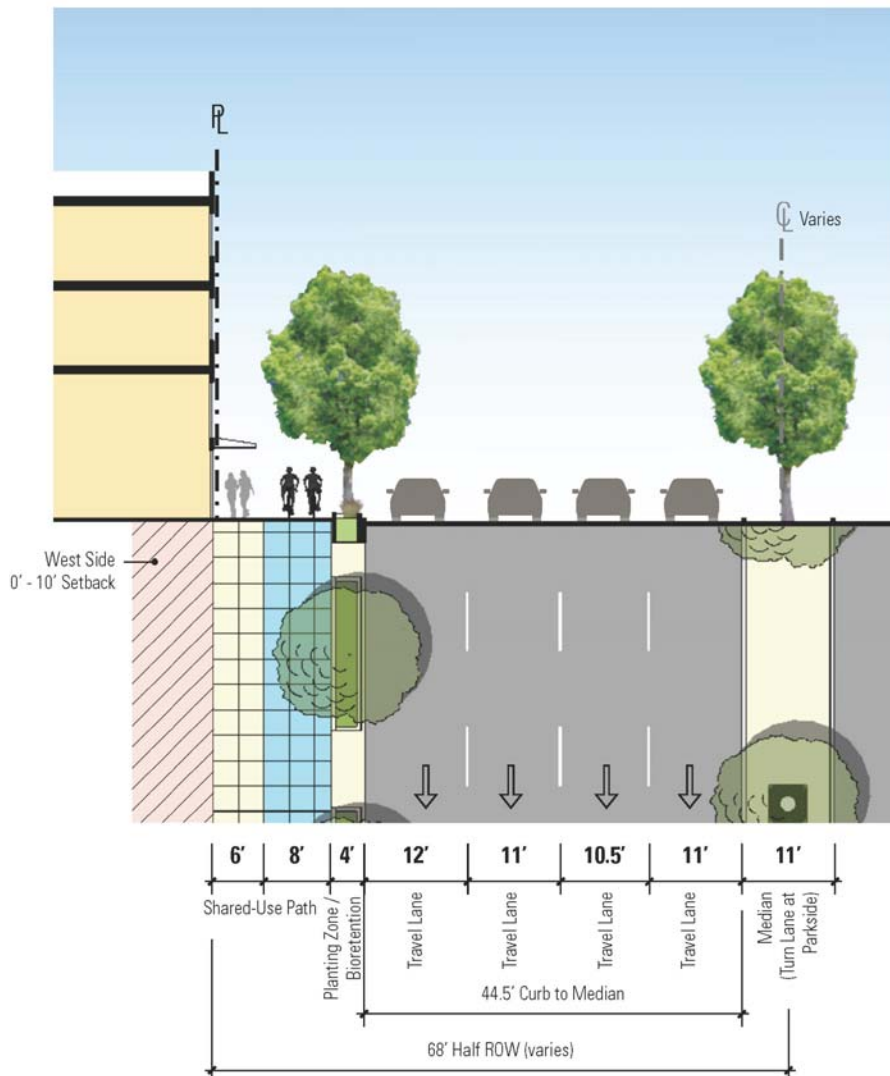


SUMMARY:

- Reduce minimum front setbacks by 10', from 10' to 0' (with the exception of 1 parcel that was previously reduced to 0')
- Expand ROW of western half of roadway by 8', from 60' (varies) to 68'
- Preserve curb-to-median dimension from edge of median to outside curb
- Provide a 14' shared-use path with 6' for pedestrians and 8' for bicyclists
- Maintain number of vehicle travel lanes
- Provide a 4' landscaped buffer between the shared-use path and the vehicular travel lanes

Figure 5.8b

PROPOSED NORTH MAIN CROSS SECTION (PARKSIDE DR TO NORTH CALIFORNIA BLVD)

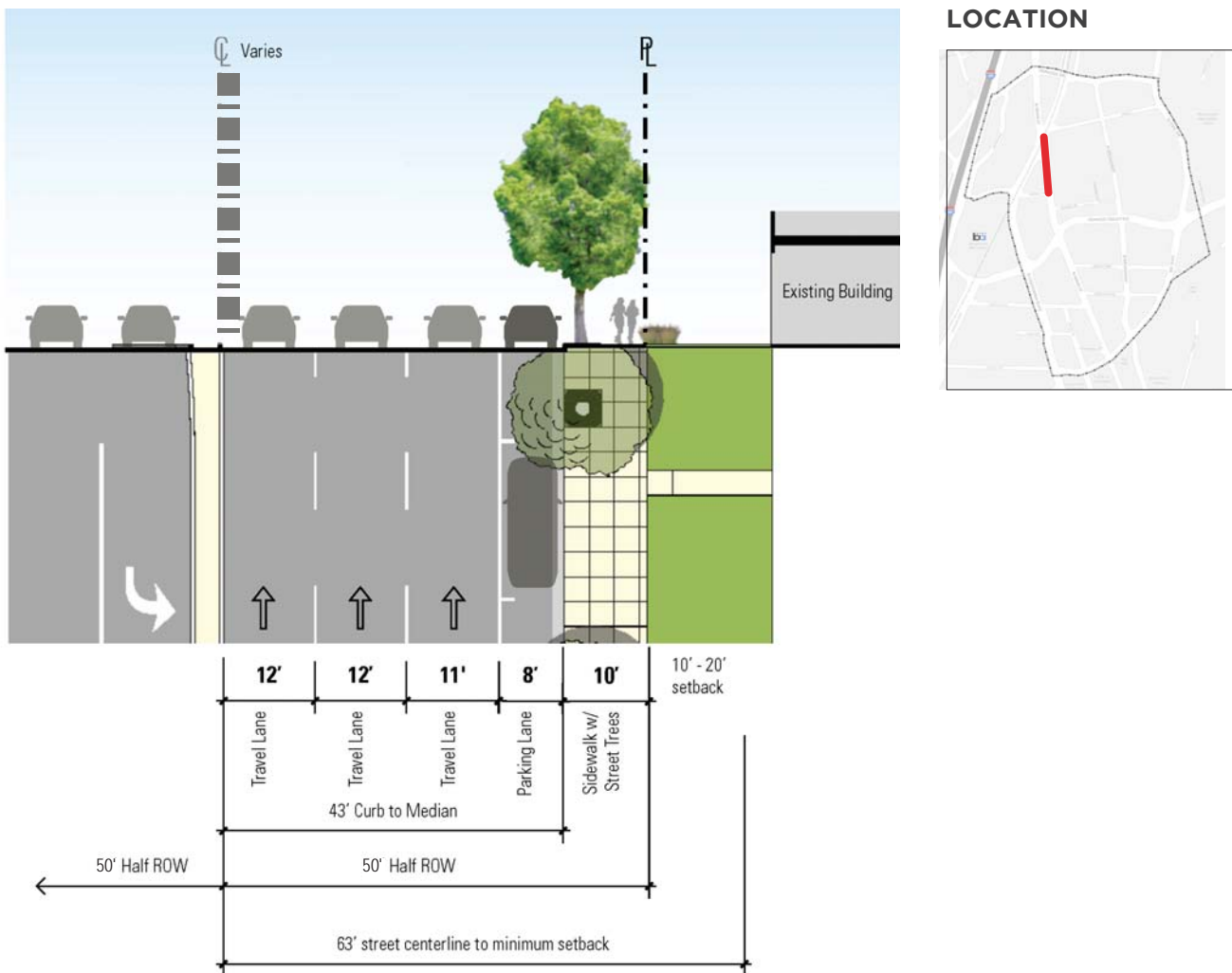


NORTH MAIN STREET: PINE STREET TO PRINGLE AVE

Figures 5.9a and 5.9b show the existing and proposed designs for the east side of North Main Street between Pine Street and Pringle Ave. This roadway is envisioned to provide a continuation of the Pine Street dedicated shared-use path. This roadway is proposed to be redesigned to replace on-street parking with a north-south shared-use path that connects with the east/west path proposed for the south side of Pine Street. Together, these two paths would provide a high-quality dedicated pedestrian and bicycle connection through the Plan Area to the Walnut Creek BART station via a signalized connection to the planned Pringle Avenue north-side shared-use path, and to YVR.

Figure 5.9a

EXISTING NORTH MAIN STREET CROSS SECTION (PINE ST TO PRINGLE AVE)

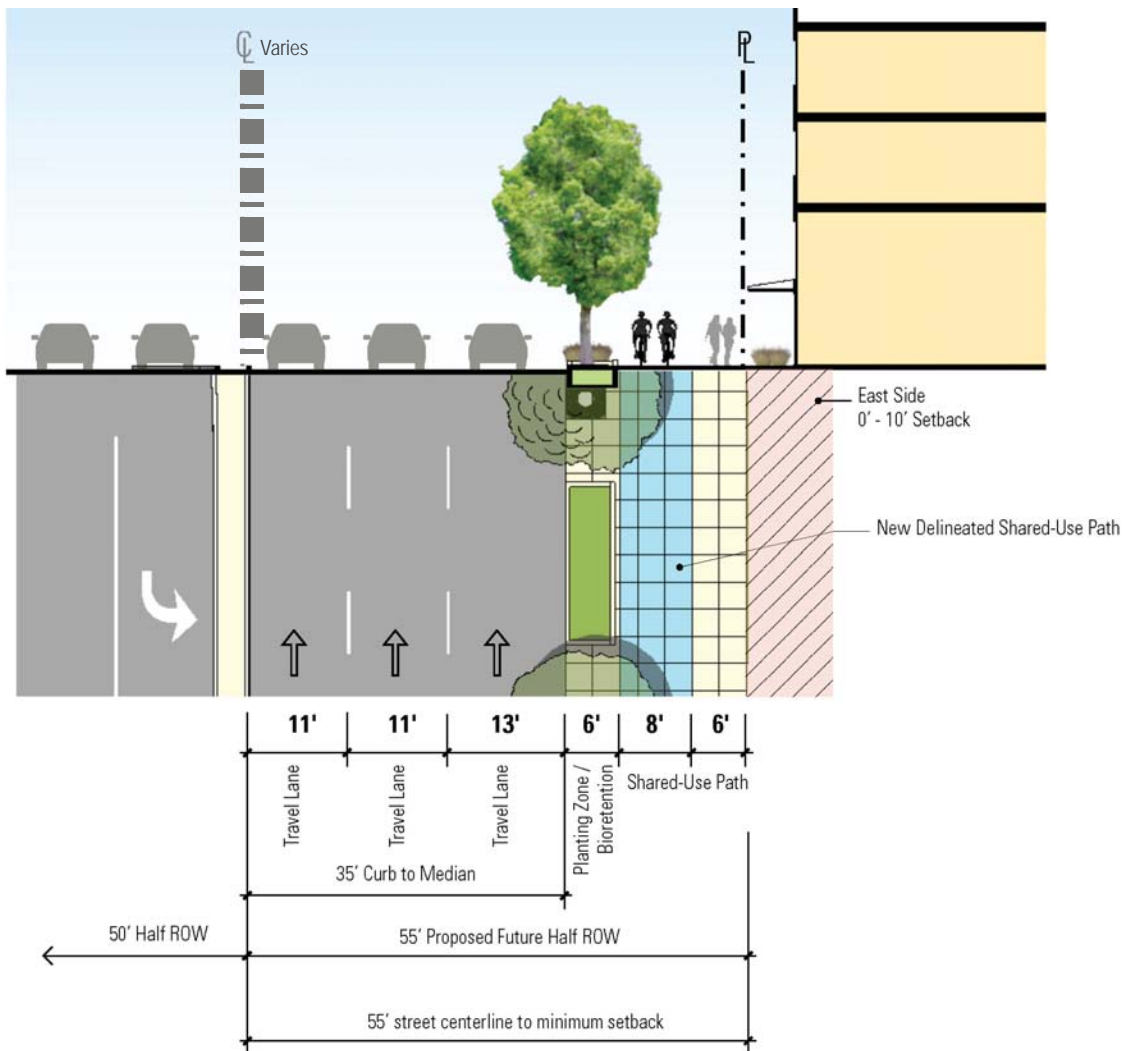


SUMMARY:

- Reduce minimum front setback by 10', from 10' to 0'
- Expand ROW by 5' on east side, from 50' to 55'
- Reduce curb-to-median roadway dimension by 8'
- Provide 14' shared-use path, with 6' for pedestrians and 8' for bicyclists
- Reduce inside travel lanes from 12' to 11'
- Increase outside travel lane from 11' to 13'
- Maintain number of travel lanes
- Integrate bioretention planters
- Remove on-street parking

Figure 5.9b

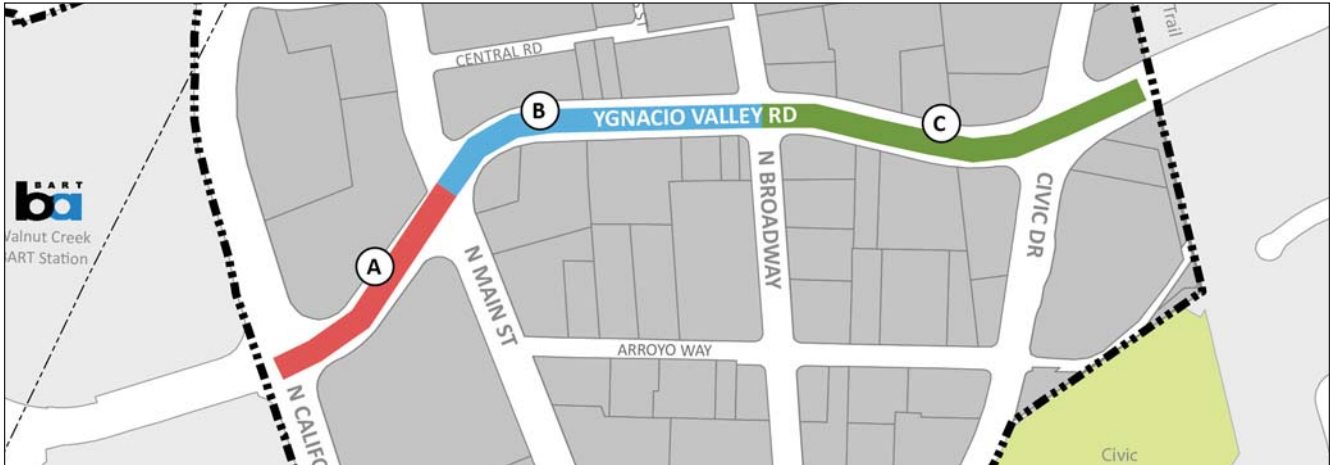
PROPOSED NORTH MAIN STREET CROSS SECTION (PINE ST TO PRINGLE AVE)



YGNACIO VALLEY ROAD: NORTH CALIFORNIA BOULEVARD TO CIVIC DRIVE

Figures 5.10a and **5.10b** show the existing and proposed designs for this section of Ygnacio Valley Road. This roadway will enhance multimodal travel with a new dedicated pedestrian/bicycle shared facility while maintaining its primary role as a vehicular Route of Regional Significance through the Plan Area. The Plan proposes a 14-foot shared-use path, with bicyclists adjacent to pedestrians, achieved by increasing the distance between the street centerline and minimum setback line on the north-side right-of-way. The planting zone adjacent to the travel lanes would increase from four feet to six feet, allowing for a potential bio-retention function as well as increasing the buffer space between the shared-use path and the travel lanes.

Creating a shared-use, off-street path along the north side of Ygnacio Valley Road will be a long-term process that will need to be coordinated with future property development and other landscape and property improvements along the north side of Ygnacio Valley Road. The existing conditions of each segment along Ygnacio Valley Road present challenges to implementing the long-term vision. However, the future vision is shown in the proposed street section design shown in **Figure 5.10b**, which allows for flexibility in lane and median widths to accommodate the dedicated path along various street segments.

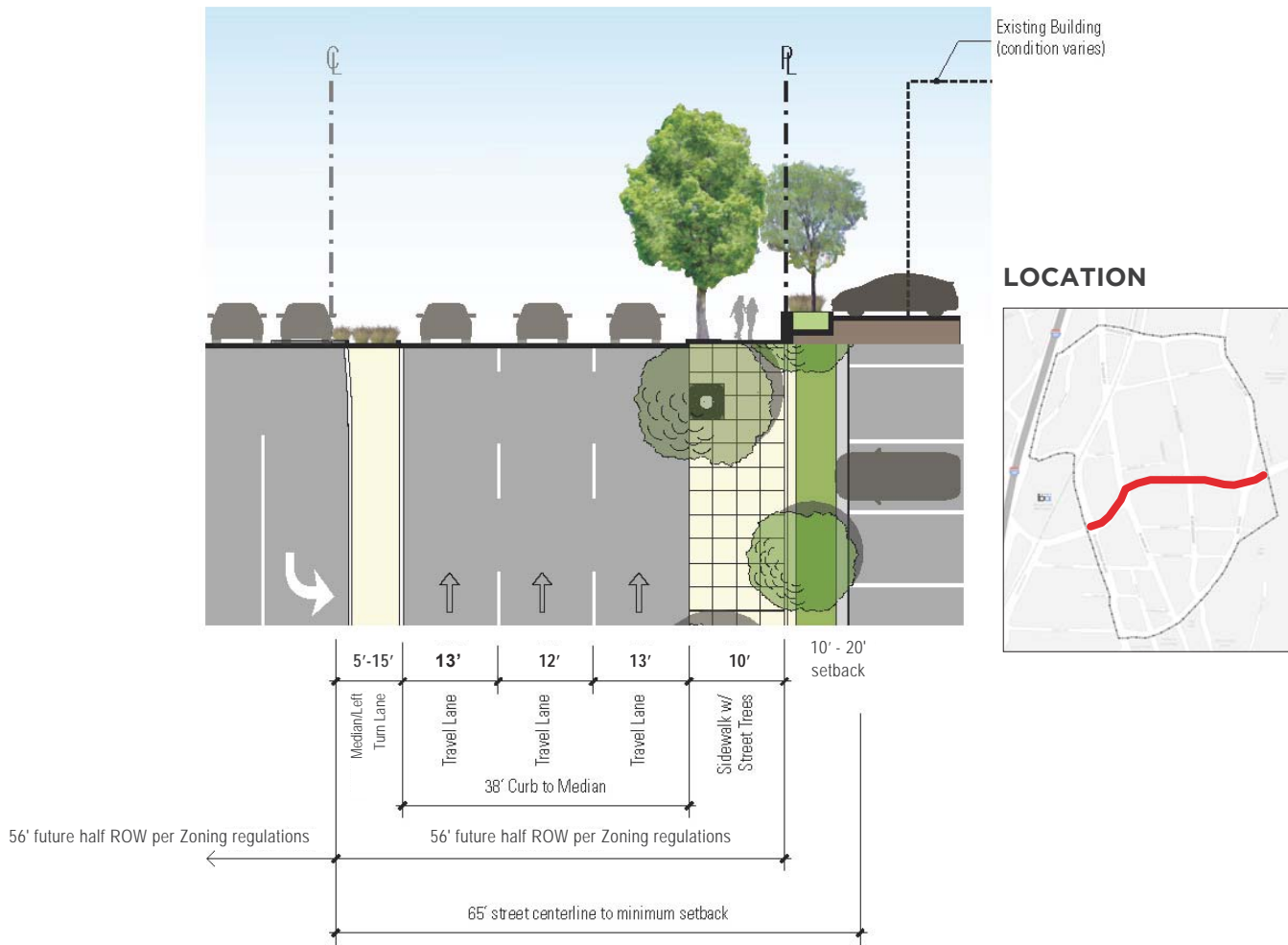


Key considerations for different segments of the potential shared-use path along Ygnacio Valley Road are as follows:

- A California Boulevard to Main Street.** This path segment on the north side of Ygnacio Valley Road already exists as a public pathway between the existing buildings and Ygnacio Valley Road. This existing connection will need to be maintained and improved in the future with minor modifications to accommodate both pedestrians and cyclists.
- B Main Street to Broadway.** This future path segment on the north side of Ygnacio Valley Road will likely be the most difficult to complete because there are existing mid-block buildings that may not redevelop or significantly change in the short term or medium term, and their existing footprint creates potential conflicts with a future path alignment. For this reason, there may need to be design variations for this segment of the future pathway, and more proactive coordination between the City and existing property owners. For this segment, there are exceptions to required setbacks for small mid-block parcels that may be developed before the path is completed, balancing the need to maintain right of way space for the future path with the need to ensure development feasibility of these small parcels.
- C Broadway to Iron Horse Trail.** This future path segment on the north side of Ygnacio Valley Road is the highest priority segment to complete. In most locations, existing buildings do not conflict with this potential path alignment. Several of the parcels along this segment also have substantial development potential, and the future path could be completed as part of their redevelopment. In addition, completion of just this segment of the pathway would have the significant benefit of connecting the Iron Horse Trail to Broadway and other destinations in North Downtown and beyond, even if the eventual connection to BART is completed later. This segment has grade changes as it descends from Broadway towards the Iron Horse Trail, and may require additional engineering to separate the grade of the pathway from adjacent properties and/or street right of way. This segment will also need to bypass existing buildings between Civic Drive and Iron Horse Trail, or be completed in coordination with their future redevelopment.

Figure 5.10a

EXISTING YGNACIO VALLEY ROAD CROSS SECTION (CALIFORNIA BLVD TO CIVIC DR)

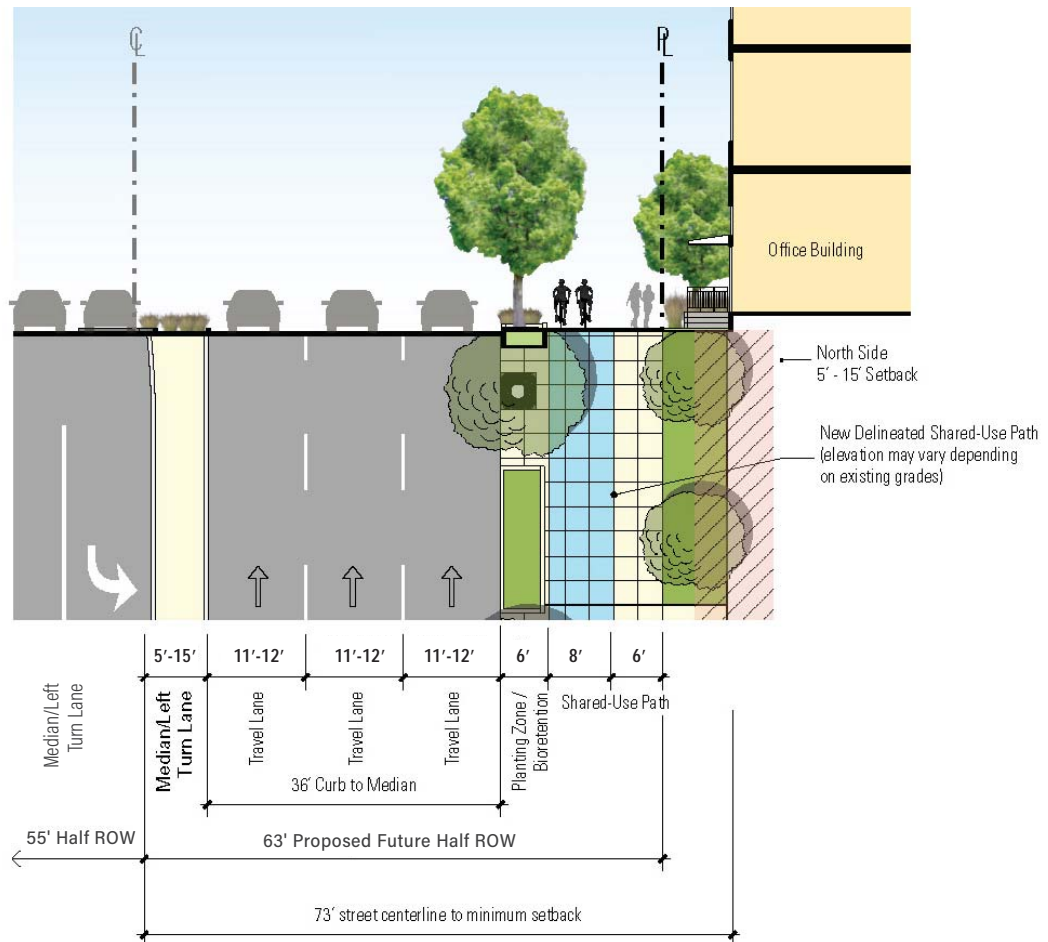


SUMMARY:

- Reduce minimum front setback by 5', from 10' to 5'
- Expand ROW by 8' on north side (this is a 7' increase to the current zoning requirement for a 56' future half ROW)
- Variations on curb-to-median dimension may be necessary
- Provide shared-use path on north side of street
- Reduce width of travel lanes
- Maintain number of vehicle travel lanes
- Integrate bioretention planters

Figure 5.10b

PROPOSED LONG-TERM YGNACIO VALLEY ROAD CROSS SECTION (CALIFORNIA BLVD TO CIVIC DR)



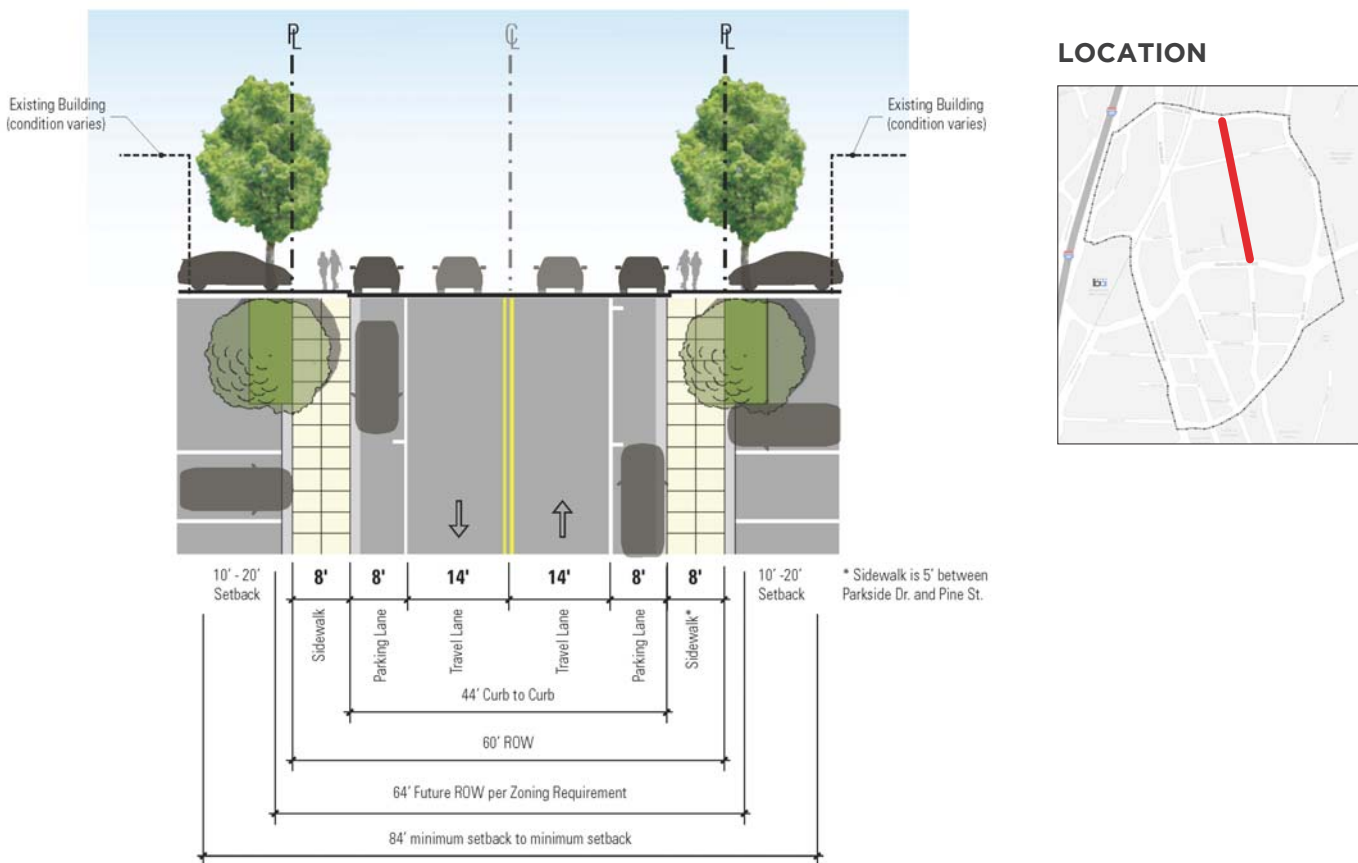
NORTH BROADWAY: PARKSIDE DRIVE TO YGNACIO VALLEY ROAD

Figures 5.11a and 5.11b show the existing and proposed designs for this section of North Broadway. This roadway will continue to serve a number of auto dealerships, and the future design will need to accommodate maneuvering and loading/unloading of large delivery trucks and car carriers. The roadway currently has wide (14-foot) travel lanes, on-street parking, and 8-foot sidewalks. The Plan proposes to narrow the lanes to 11 feet, and increase the curb-to-curb width of North Broadway by 10 feet to accommodate buffered bicycle lanes. Travel lane widths will be able to accommodate potential future bus service along this corridor. Buffered bicycle lanes provide extra space between the bike lane and the adjacent on-street parking, protecting bicyclists from the “door zone” where collisions can occur when drivers open their car doors. This is particularly important along this corridor where large commercial loading/unloading parking zones are anticipated to serve automobile dealerships.

The proposed design was tested to ensure that large delivery trucks and car carriers can maneuver adequately. In addition, the Plan proposes three designated commercial loading zones in the area north of Ygnacio Valley Road to support the auto sales and service businesses. The intent of these loading zones is to centralize the large-truck loading operations, in order to minimize instances where full travel lanes are blocked by double-parked trucks. One of these loading zones could be located on the east side of North Broadway, south of Pine Street (refer to Figure 5.13 Truck Loading Zones).

Figure 5.11a

EXISTING NORTH BROADWAY CROSS SECTION (PARKSIDE DR TO YVR)

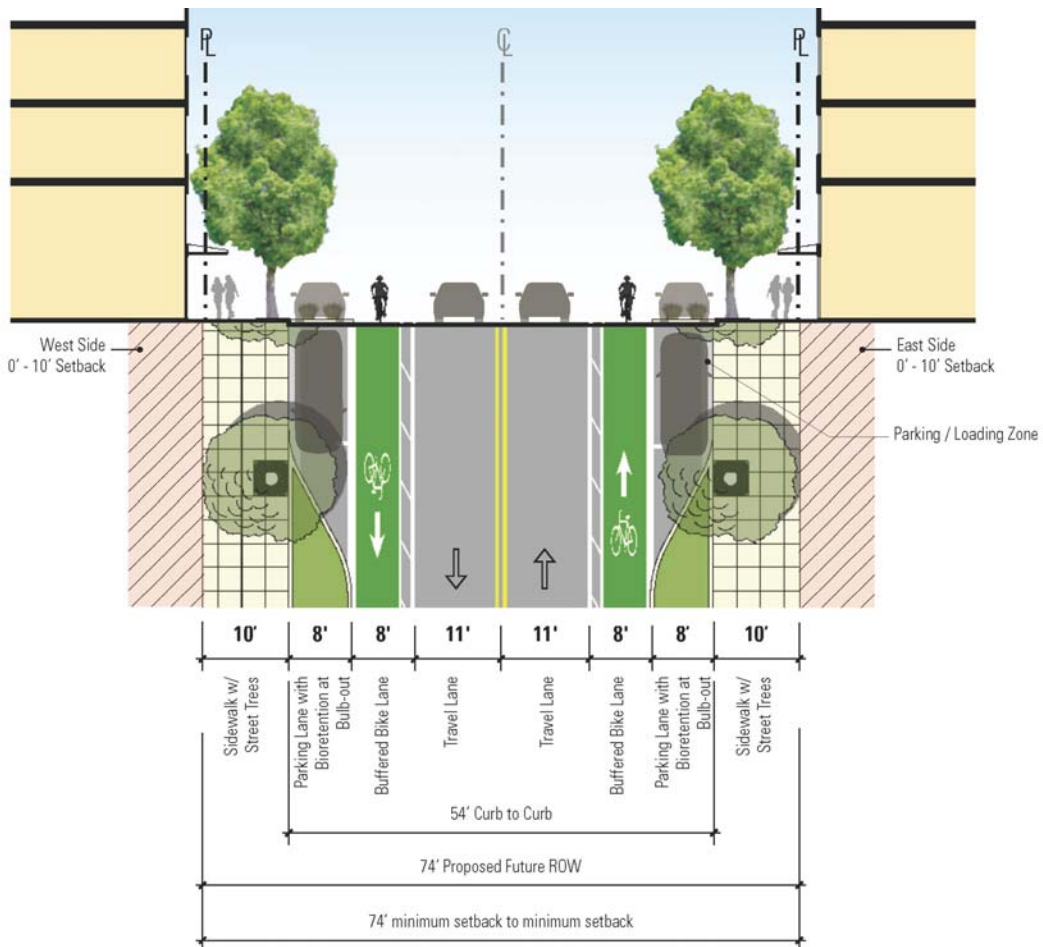


SUMMARY:

- Reduce minimum front setback by 10', from 10' to 0'
- Expand ROW by 14', from 60' to 74' (this is a 10' increase to the current zoning requirement for a 64' future ROW)
- Increase curb to curb roadway by 10'
- Add buffered bike lanes
- Maintain number of travel lanes
- Integrate bioretention at bulb-outs

Figure 5.11b

PROPOSED NORTH BROADWAY CROSS SECTION (PARKSIDE DR TO YVR)



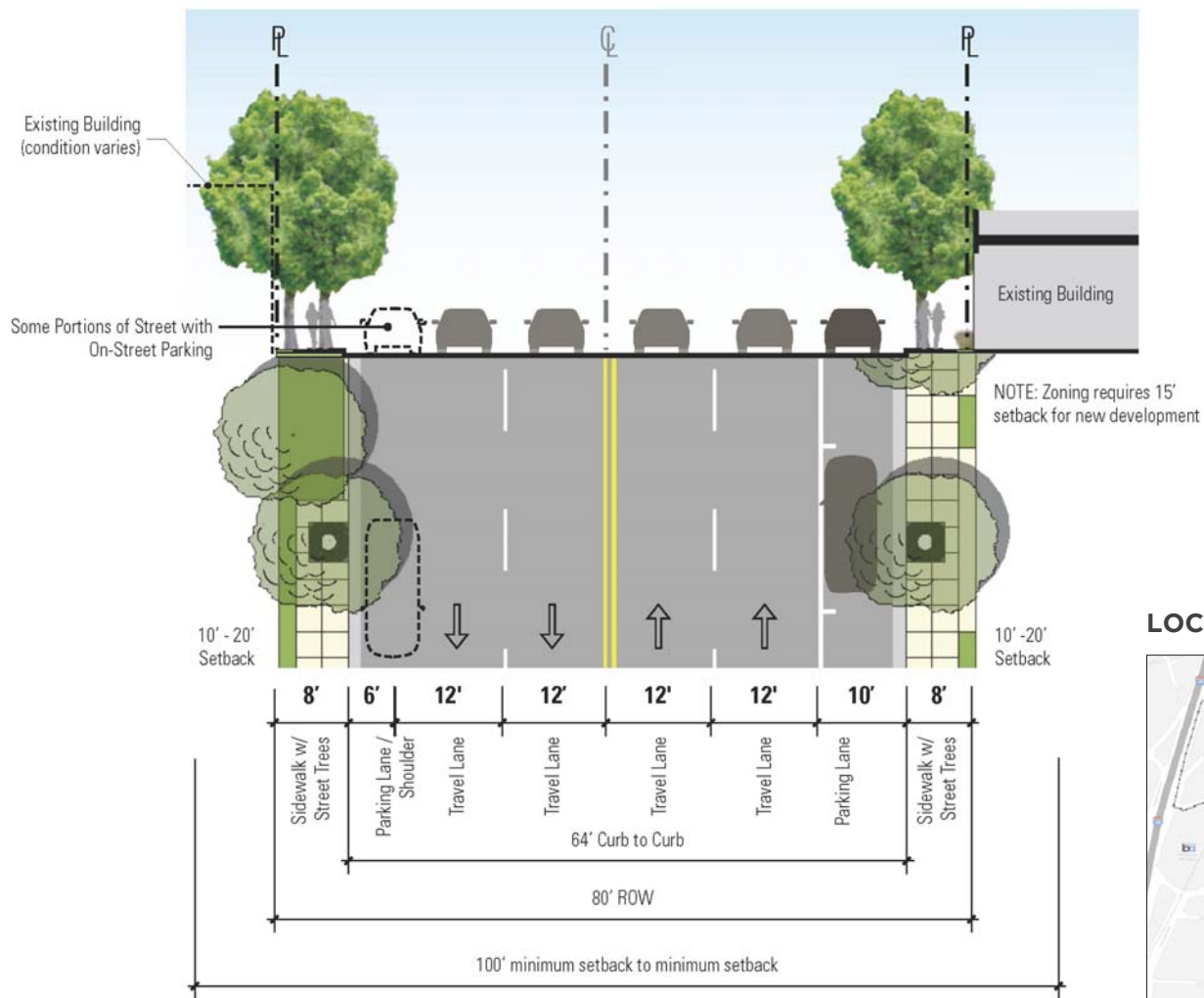
NORTH BROADWAY: YGNACIO VALLEY ROAD TO CIVIC DRIVE

Figures 5.12a and 5.12b show the existing and proposed designs for this section of North Broadway. This roadway will continue to serve the auto dealerships and other businesses, while accommodating enhanced pedestrian and bicycle facilities.

The proposed design will more closely align with the roadway design north of Ygnacio Valley Road. The Plan proposes to reduce the current four-lane design to a three-lane design with two 11-foot through lanes and one 10-foot turn lane. This design will allow for the addition of bicycle lanes while maintaining on-street parking along both sides of the street. Sidewalk widths would marginally increase, from the current 8 feet to 10 feet. Travel lane widths will be able to accommodate potential future transit service. The lane configuration at the intersection of Ygnacio Valley Road would continue to provide two approach and departure lanes, to preserve intersection capacity.

Figure 5.12a

EXISTING NORTH BROADWAY CROSS SECTION (YVR TO CIVIC DR)



LOCATION

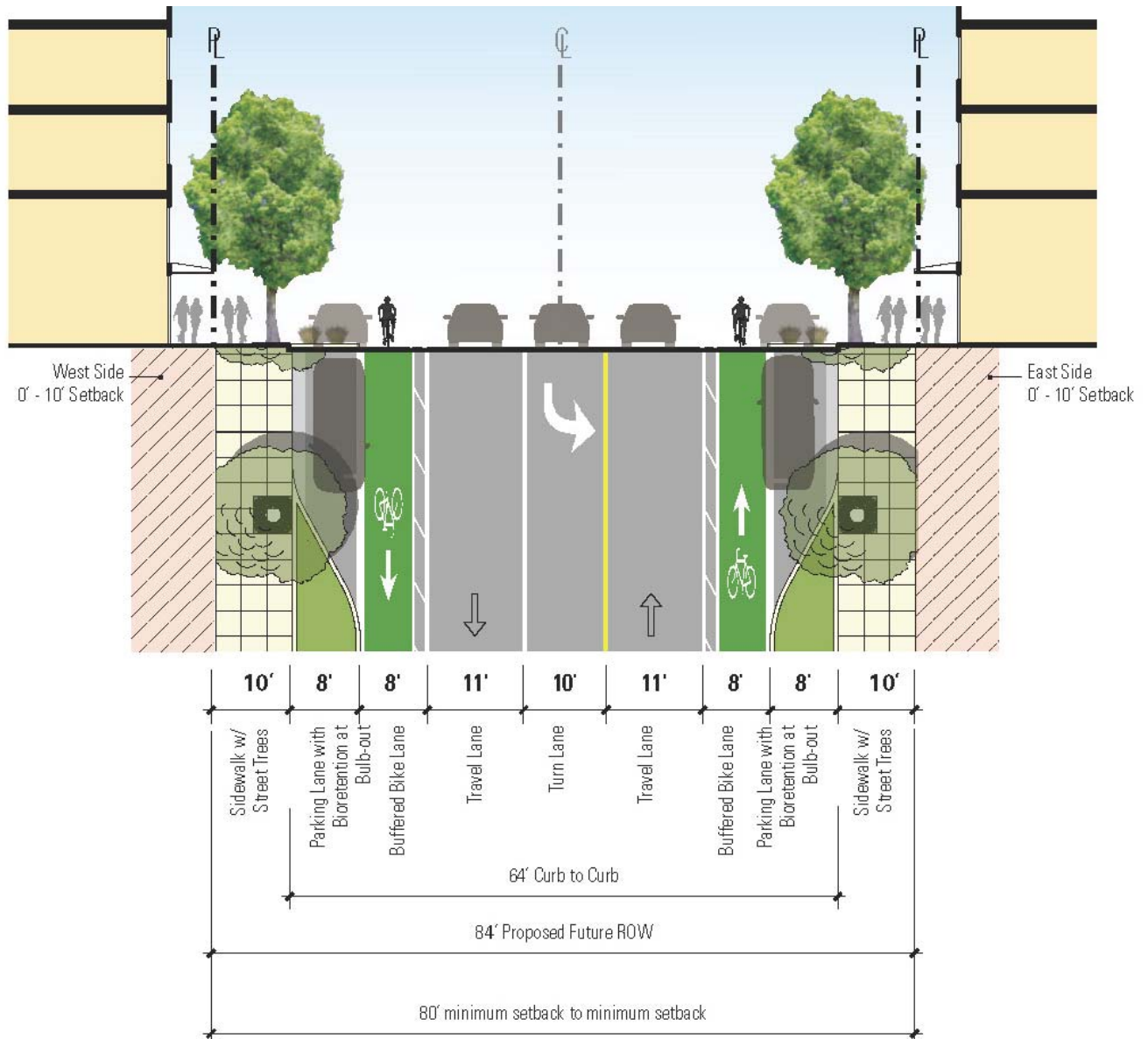


SUMMARY:

- Reduce minimum setback by 10', from 10' to 0'
- Expand ROW by 4'
- Maintain curb to curb roadway dimension
- Modify from 4 travel lanes to 2 travel lanes and add 10' turn lane
- Add buffered bike lanes
- Integrate bioretention at bulb-outs

Figure 5.12b

PROPOSED NORTH BROADWAY CROSS SECTION (YVR TO CIVIC DR)

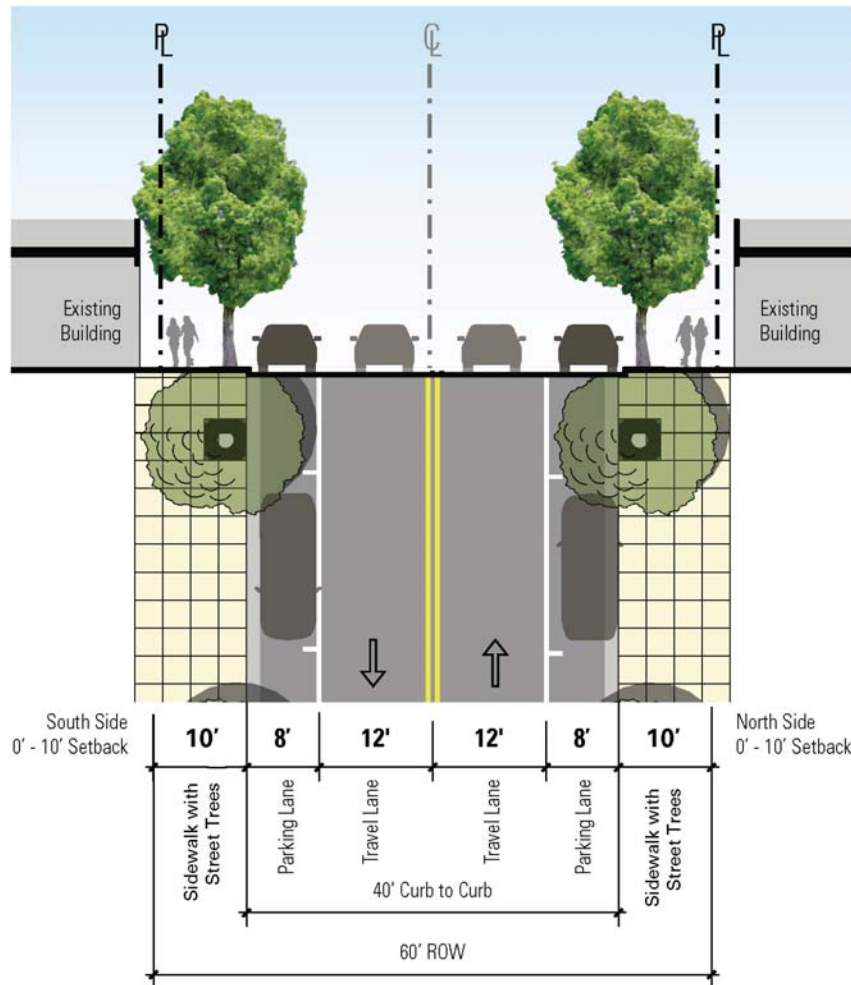


ARROYO WAY: NORTH MAIN STREET TO CIVIC DRIVE

Figures 5.13a and 5.13b show the existing and proposed designs for Arroyo Way. This roadway will continue to provide an important east-west connection in the Plan Area, and the future design will include new bike lanes, continuous sidewalks and enhanced crossings to maximize pedestrian and bicyclist safety and comfort. This roadway will be redesigned to include 6-foot bicycle lanes by narrowing the travel lane width from 12 feet to 10 feet and removing on-street parking on one side.

Figure 5.13a

EXISTING ARROYO WAY CROSS SECTION (NORTH MAIN ST TO CIVIC DR)



LOCATION

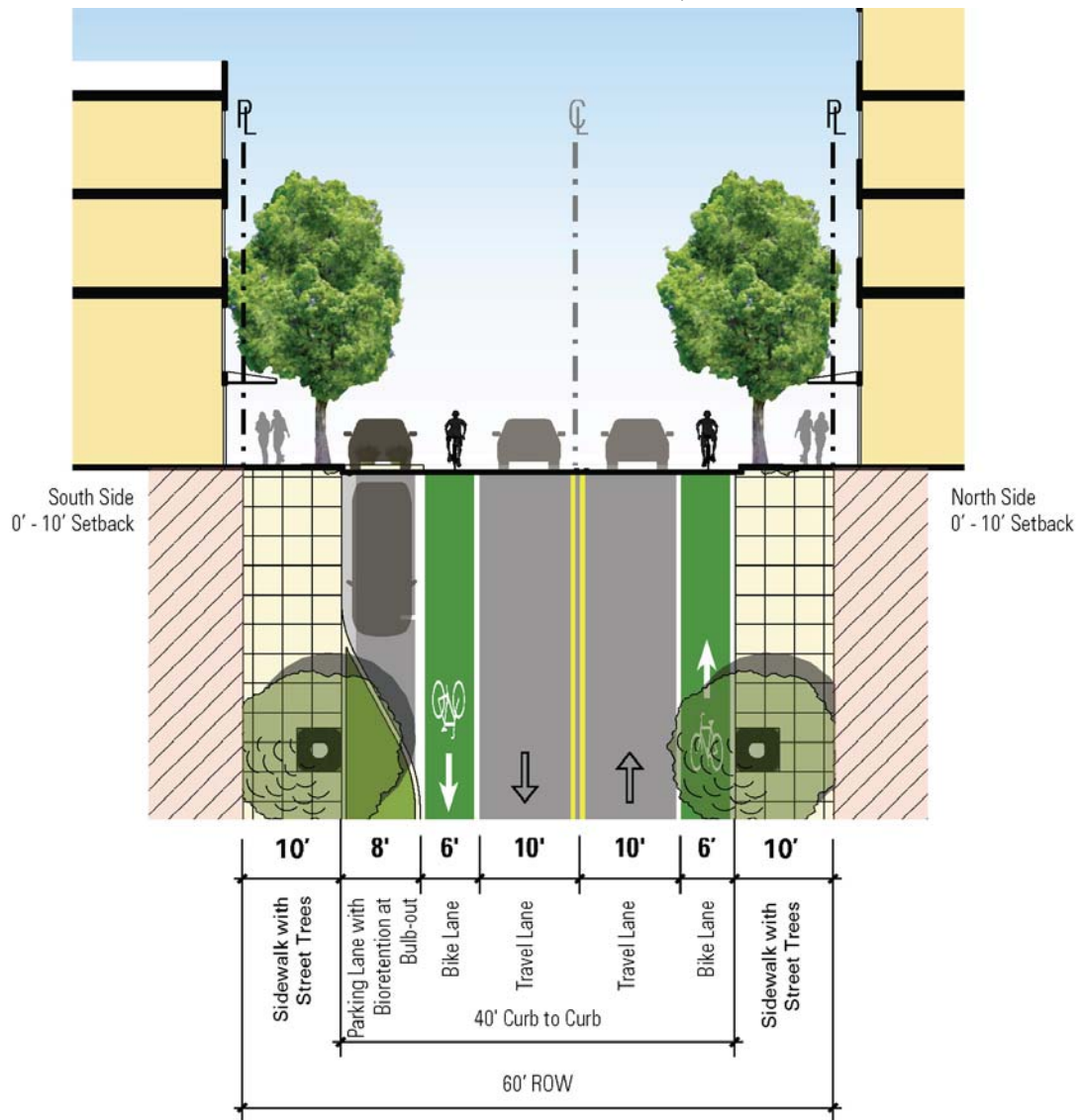


SUMMARY:

- Maintain minimum 0' front setback east of North Broadway and reduce minimum front setback by 10', from 10' to 0' west of North Broadway
- Maintain ROW
- Maintain curb to curb roadway dimension
- Add bike lanes
- Integrate bioretention planters at bulb-outs
- Remove one parking lane

Figure 5.13b

PROPOSED ARROYO WAY CROSS SECTION (NORTH MAIN ST TO CIVIC DR)



NEW MID-BLOCK SHARED-USE PATH

Figure 5.14 shows the proposed design for a new shared-use path connecting North Main Street to Civic Drive, roughly half-way between Pine Street and Ygnacio Valley Road. This path will significantly improve east-west pedestrian and bicycle mobility by breaking up the large development blocks in the area. The path is envisioned to serve pedestrians and bicyclists in a shared space (i.e., separate bicycle and pedestrian sections would not be delineated). The mid-block path should be at least 12 feet wide, with an 8-foot clear path and 2-foot shoulder on either side, as feasible within the existing physical constraints of the site. The path should include landscaped setbacks to buildings and/or active building frontages. The path should have pedestrian-scale lighting, amenities such as benches, appropriate landscaping and trash receptacles and should be visible from adjacent buildings. The path will be aligned between parcels, and is expected to be constructed incrementally as parcels re-develop. The topographical change mid-block between Civic Drive and North Broadway, north of Ygnacio Valley Road, will require more significant engineering than other potential segments. This path should be a community benefits priority when nearby parcels are developed.

Figure 5.14

MID-BLOCK SHARED-USE PATH (BETWEEN NORTH MAIN ST AND CIVIC DR)

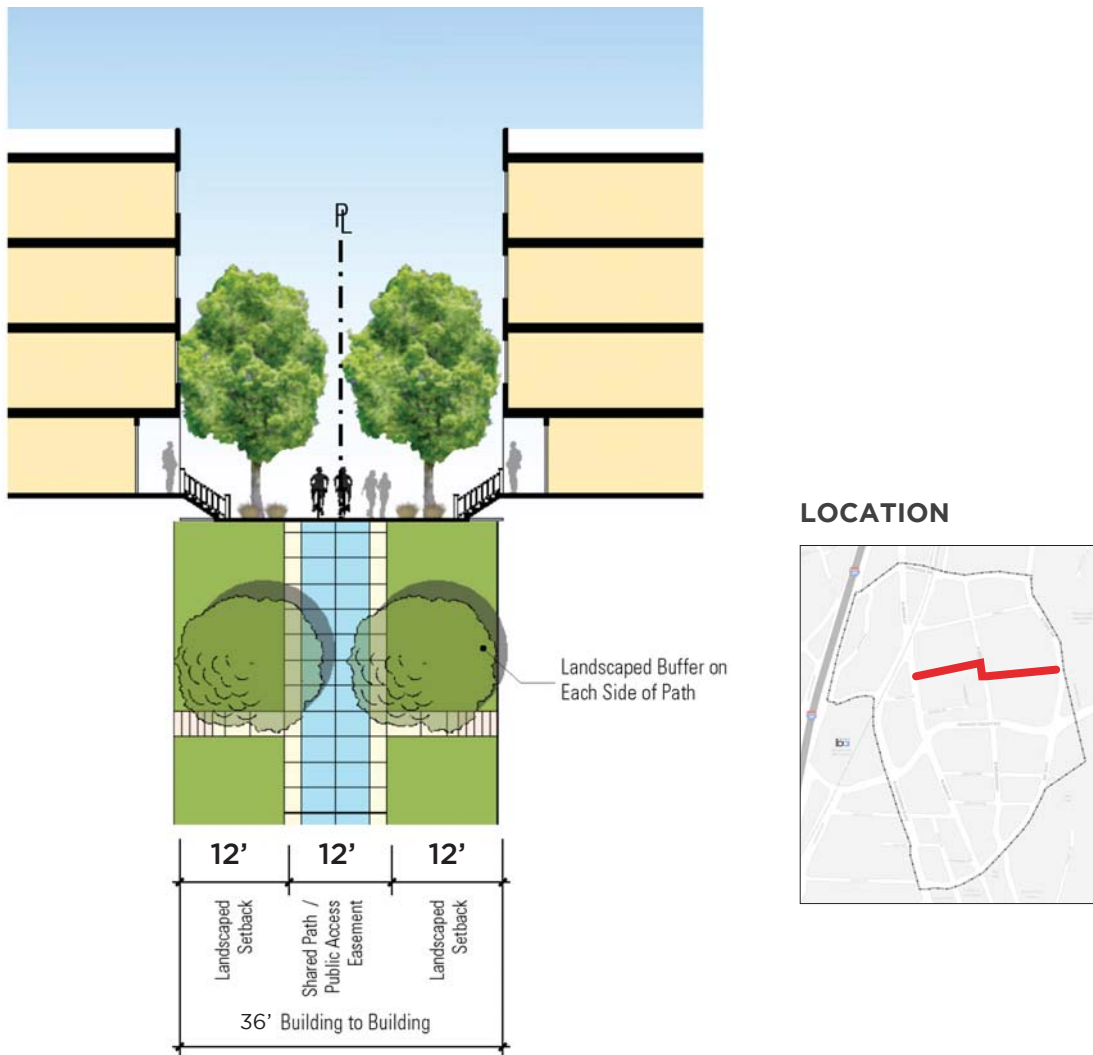


TABLE 5.1: STREET DESIGN CONSIDERATIONS

Street	Connects Iron Horse Trail and BART (y/n)	Reduced number of vehicle lanes (y/n)	Reduced vehicle lane widths (y/n)	On-street bicycle facility (y/n)	Loss of on-street parking (y/n)	Additional future ROW (y/n)	New curb and gutter required (y/n)	New stormwater bioretention area (y/n)	Requires move of tree planting zone? (y/n)	Requires development or property owner coordination (y/n)
Pine Street - short term	y	n	n	y	n	y	n	n	y	y
Pine Street - long term	y	n	y	n (parallel off-street shared-use path)	y (20 spaces lost - south side)	y	y	n	y	y
North California Blvd (Pine to Pringle)	y	n	y	n (parallel off-street shared-use path)	y (6 spaces lost - east side)	y	y	y	y	n
North California Blvd (YVR to proposed ped crossing at BART)	y	n	n	n (parallel off-street shared-use path)	n	y (future ROW expands from 49' to 52' on east half of street)	y	y	y	y
Pringle Avenue (N Cal to N Main)	y	n	y	n (parallel off-street shared-use path)	n	n	y	y	y	y
North Main Street (Parkside Dr to N. Cal Blvd)	y	n	n	n (parallel off-street shared-use path)	n	y (future ROW expands from 60' to 68' on east half of street)	y	y	n	y
North Main Street (between Pine and YVR)	y	n	y	n (parallel off-street shared-use path)	y (8 spaces lost - east side)	y (future ROW expands from 50' to 55' on east half of street)	y	y	y	y
Ygnacio Valley Road	y	n	y	n (parallel off-street shared-use path)	n	y (future ROW expands from 55' to 63' on north half of street)	y	y	n	y
North Broadway (Parkside Dr to YVR)	n	n	y	y	y (6 spaces for bioretention at intersections)	y (future ROW expands from 60' to 74')	y	y	y	y
North Broadway (YVR to Civic Drive)	n	y (from 2 to 1 lanes, each direction)	y	y	y (6 spaces for bioretention at intersections)	y (future ROW expands from 80' to 84')	n	y	n	n
Arroyo Way	y	n	y	y	y (10 spaces lost - north side)	n	n	y	n	n
Mid-block Shared-Use Pathway	y	NA	NA	NA	NA	y	NA	y	n	y

INTERSECTION DESIGNS

This section of the Mobility Chapter provides conceptual designs for how two key intersections – North California Boulevard/Ygnacio Valley Road and North Broadway and Arroyo Way – can be improved. These intersection concepts are illustrative only, and will require further engineering and design work before construction. Many of the illustrated intersection components and features – such as the curb extensions, bus boarding platforms, or integrated bioretention planters shown for the North Broadway and Arroyo Way intersection in **Figure 5.17**– may also be appropriate strategies for other intersections in the North Downtown area.

NORTH CALIFORNIA BOULEVARD/YGNACIO VALLEY ROAD

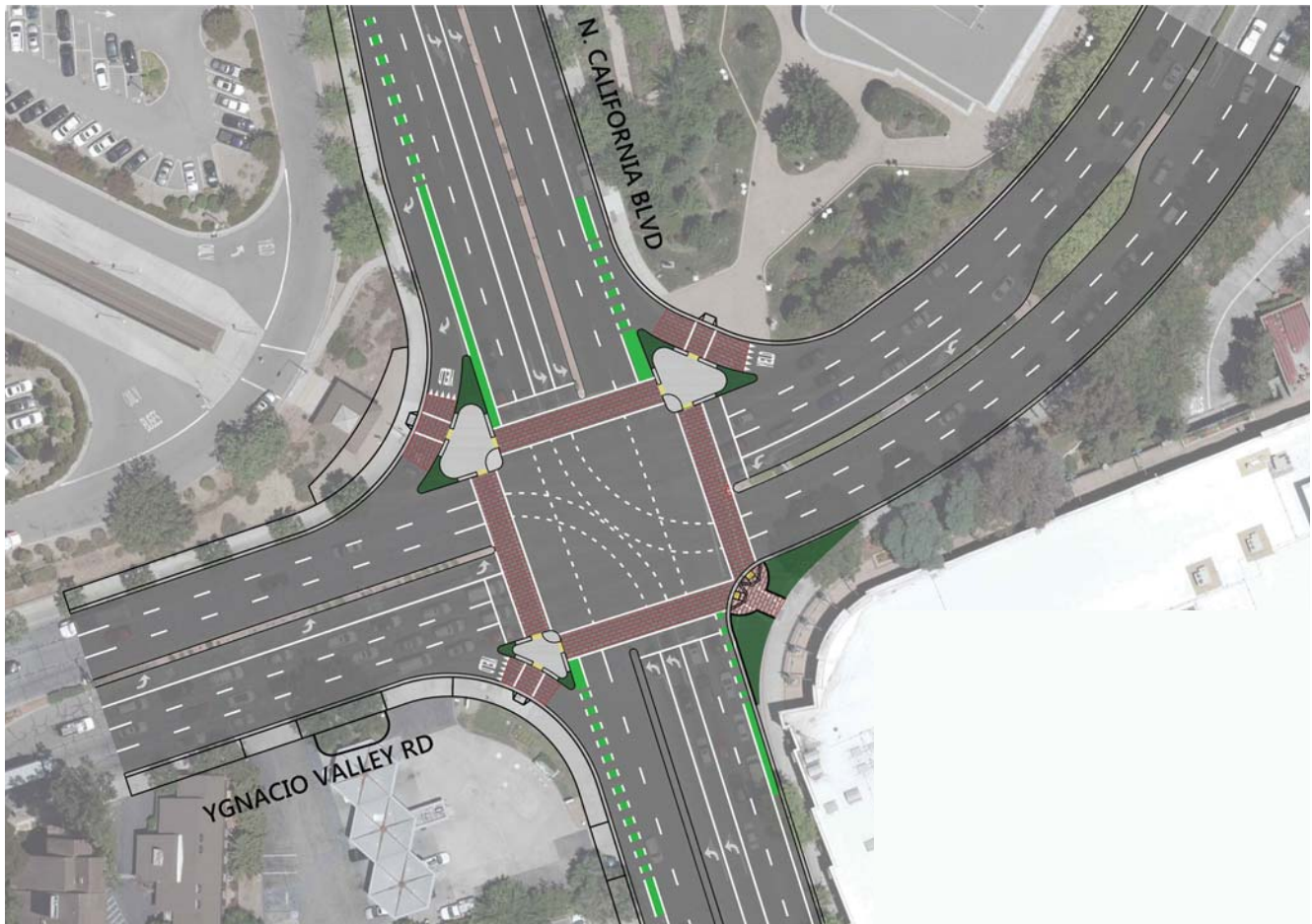
Figure 5.16 shows potential pedestrian improvements at this intersection. This intersection will continue to play a significant role in the Plan Area. These proposed improvements will make crossing these larger streets safer and more comfortable for pedestrians. These pedestrian improvements are critically needed to serve the growing number of pedestrians walking along these corridors, and particularly to/from the BART station. The proposed design should include the following key features:

1. Enlarging the stand-alone raised (pork chop) corner islands
2. Expanding the pedestrian and bicyclist waiting area within the pork chop islands
3. Integrating bioretention planters
4. Removing the pork chop island and dedicated right turn lane from North California to Ygnacio Valley Road in front of Target, which will make room for a larger pedestrian waiting area on the southeast corner
5. Incorporating pedestrian and bicyclist safety measures such as low landscaping, low barriers, and distinctive paving materials
6. Adding decorative crosswalk treatments.

The improvements require reducing the through-lane widths along the two roadways from 12 feet to 11 feet. This narrowing would only be required along the approaches to the intersection; the roadways would retain 12-foot wide lanes outside the intersection influence area. These changes would continue to accommodate the movements of trucks and buses through the intersection.

Figure 5.16

PROPOSED NORTH CALIFORNIA BOULEVARD/YGNACIO VALLEY ROAD INTERSECTION



NORTH BROADWAY/ARROYO WAY

Figure 5.17 shows this intersection with the proposed roadway improvements. The improvements will enhance pedestrian safety and provide complete street elements, curb extensions at the intersections to shorten pedestrian crossing distances, bus boarding islands, integrated bioretention planters, and a signalized intersection.

As shown in **Figure 5.17**, bicycle lanes will be added on both roadways. To accommodate the bicycle facilities, parking is provided only on the south side of Arroyo Way. The intersection is also depicted with bus platforms on North Broadway to accommodate potential future bus service. Bus platforms allow buses to stop in the through lane, facilitating efficient operations (i.e., buses do not have to move out of the traffic flow and then wait to merge back into the traffic flow). Bus stops are generally best placed on the “far side” of the intersection, both for efficient operations and rider safety (riders needing to cross the street before or after riding the bus do so behind the bus). The proposed design should include the following key features:

1. Provide complete street elements for Broadway corridor
2. Provide curb extensions at the intersection to shorten pedestrian crossing distances
3. Add far-side bus boarding islands
4. Install integrated bioretention planters
5. Signalize the intersection.

Figure 5.17

PROPOSED NORTH BROADWAY/ARROYO WAY INTERSECTION



CURBSIDE MANAGEMENT

With the increasing concern for balancing the needs for all users, and the growth of transportation network companies (TNCs) such as Uber and Lyft, as well as online shopping and associated deliveries, demand for curbside pickups and drop-offs and idle times is growing dramatically. Potential uses of the curbside include:

- Personal vehicle passenger loading, both TNC and non-TNC
- Parked vehicles and electric vehicle (EV) charging
- Bicycles and bicycle infrastructure
- Pedestrians and crossing infrastructure
- Couriers and delivery vehicles
- Local businesses
- Autonomous vehicles and shuttles
- Transit and transit infrastructure (bus stops and amenities such as shelters, benches, trash receptacles, and curb extensions)
- ADA access
- Emergency services
- Taxis and shuttles
- Parklets and streetscape features
- Garbage pickup.

The North Downtown Specific Plan anticipates and accommodates the need for flexibility in the use of all curbside space, through provisions for centralized loading zones, parking management elements, and flexible street design standards that can accommodate changes over time as the competing demands for curbside space change.

TRUCK LOADING ZONES

Trucks of all sizes require access to the Plan Area. In particular, car carriers serving the auto sales uses in the Plan Area periodically park in the street while unloading and loading vehicles.

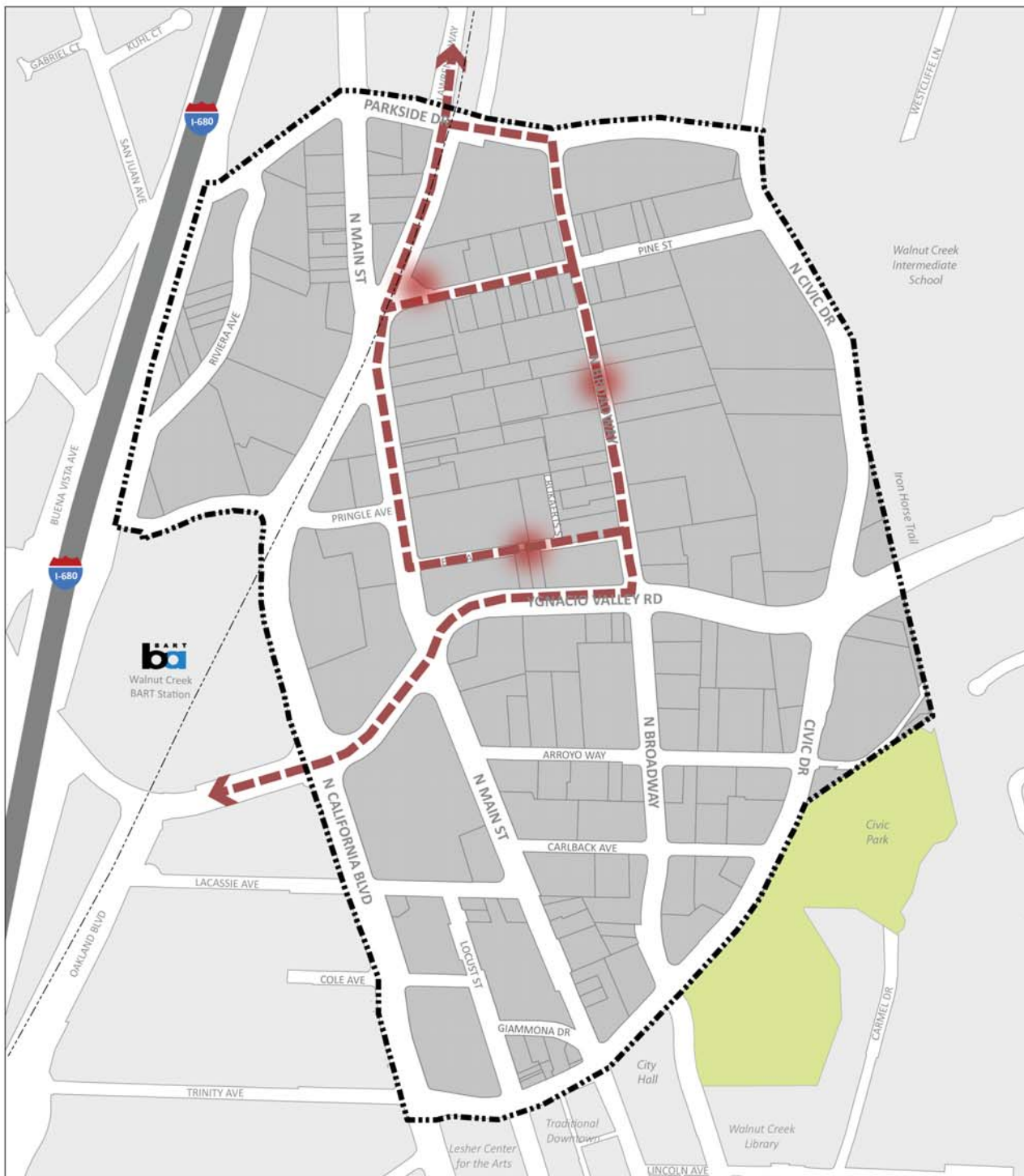
As shown in **Figure 5.18**, the North Downtown Specific Plan proposes three centrally located curbside auto dealer loading zones that will serve multiple sites and, ideally, reduce instances of trucks double parking, which blocks traffic and creates pedestrian hazards:

- At the Pine Street cul-de-sac
- On North Broadway south of Pine Street
- On Central Avenue west of Crokaerts Street

The identified zones are all north of Ygnacio Valley Road, as this is the area expected to retain the majority of auto sales and service uses in the Plan Area. The actual locations may be modified as street improvements are implemented, in coordination with land use developments.

Additional other centrally located commercial loading zones can be identified and provided over time as development occurs.

Figure 5.18
POTENTIAL AUTO DEALERSHIP DELIVERY LOCATIONS



- - - - Truck Route
● Potential Auto Dealership Delivery Locations

0 0.05 0.1 0.2 Miles

Plan Boundary
 BART Rail

Data Sources: City of Walnut Creek GIS data,
 Contra Costa County GIS data, 2015 ESRI, USGS

3 TRANSPORTATION DEMAND MANAGEMENT

In the spring of 2018, the City's Transportation Planning Division embarked on a Transportation Demand Management Strategic Plan (TDMSP), called *Rethinking Mobility*. The primary focus is the downtown Core Area and major employment centers, with overall goals of reducing single-occupancy vehicle trips, managing parking demand, and supporting alternative modes of transportation throughout the City.

The TDMSP will include a set of new projects, programs, and policies in three key areas: 1) TDM for developers and employees; 2) increased mobility; and 3) transit first. Most importantly, the TDMSP strategies will present a comprehensive, context-sensitive approach specific to Walnut Creek.

Some North Downtown Specific Plan TDM strategies may be folded into the citywide TDM effort and even serve as a proof of concept for several of the strategies. Other North Downtown Specific Plan TDM strategies may be targeted to the needs of the Specific Plan area and not be applicable to the citywide TDM Plan.

This section describes parking management and TDM strategies that should be implemented in North Downtown to reduce dependence on single-occupant automobiles and the overall number of parking spaces needed to serve new development. TDM programs and requirements are intended to reduce the overall number of vehicle trips by providing better incentives and opportunities to choose alternative modes. The City of Walnut Creek has often required large projects to include programs that incentivize the use of alternative modes of transportation. In other cases, the City or outside agencies and service providers can incentivize the use of alternative travel modes by sponsoring programs and providing options for those that may otherwise use a single-occupant vehicle.

This section establishes TDM program options for development projects in the Specific Plan Area and also provides a list of programs that the City could establish.

TRANSPORTATION DEMAND MANAGEMENT POLICY

INTENT: *To encourage a variety of travel mode options in North Downtown through targeted TDM programs and strategies.*

MB 1.21 TDM programs. Develop, implement, evaluate and regularly refine travel demand management programs to provide Plan Area residents, employees, customers and visitors with an array of travel mode options and alternatives to auto use.

EMPLOYEE TRANSPORTATION DEMAND MANAGEMENT PROGRAMS

Per the Commuter Benefits Law, employers with over 50 employees are required to provide TDM measures to reduce overall project parking demand. These measures can include the following:

- **Information boards/kiosks.** Employers provide information on transit routes and schedules; carpooling and vanpooling; and bicycle lanes, routes, paths and facilities.
 - **Commuter benefits.** Employees have access to tax-free paycheck deductions for transit and bicycle commuter expenses.
 - **Employee EcoPass.** Employers purchase or subsidize transit passes for their employees.
 - **Carpool/Vanpools.** Employers offer carpool and vanpool matching services, subsidies, and priority parking.
 - **Guaranteed ride home program.** Transit riders receive a complimentary or reduced-price taxi service home in case of an emergency or when transit service is not available.
 - **Compressed work weeks, flex time, and telecommuting.** Through these strategies, employees can adjust their work schedules to reduce vehicle trips to work on certain days and during peak periods.
- **Annual employee surveys.** Annual employee surveys provide key information on how employees are currently traveling to and from work, and on the effectiveness of existing TDM strategies.
 - **Transportation network companies.** Employers can work with transportation network companies to facilitate ride-hailing services and flexible curbside pickup and dropoff, reducing parking needs and providing an alternative to commuting by private automobile.

The City may consider implementing an auto mode share goal for the Plan Area employers, which could be monitored via annual employee and resident surveys with voluntary participation. The City could use the survey results to target highly effective alternative-mode strategies and share the information with residents, employers, and potential new project developers.

CAR SHARE

Car-sharing is a neighborhood-based, short-term vehicle rental service that makes cars easily available to members and can eliminate the need to own a car, particularly if the service is located near transit or mixed-use development. Car-sharing can also be used by area employees who commute to work by transit but may need a car during business hours. Car-sharing service providers typically locate where transit availability and land use density are high enough to support a sufficient clientele. To encourage car-sharing services near BART, the City could rent on-street parking spaces or incentivize new development to provide space within private parking facilities.



Car sharing pick-up/drop-off stations

BIKE SHARE AND BICYCLE FACILITIES

In May 2018, Walnut Creek became one of the first cities in the Bay Area to launch a stationless bikeshare pilot program by partnering with Lime, formerly Limebike. Over the course of the pilot program, more than 26,000 trips were taken by approximately 9,000 individual riders traveling an average distance of one half-mile for an average of 13 minutes per ride. Since the launch of the bikeshare pilot program, the shared micromobility field has transitioned such that cities need to reexamine the management and regulation of transportation services due to the influx of a multitude of shared micromobility services, such as electric scooters and electric bicycles. Shared micromobility refers to any small, human or electric-powered transportation solution, such as bikes, electric bicycles, scooters, electric scooters, or any other small, lightweight vehicle that is being used as a shared resource among multiple users. Yet this shift has also illuminated major opportunities to help with first/last mile connectivity and the need to expand transportation options, while highlighting several challenges for widespread adoption and support. Locally, the stationless bikeshare pilot program ended in February 2019, yet the City of Walnut Creek continues to explore ways to provide additional micromobility transportation solutions to residents, workers, and visitors. Additional bicycle-supportive facilities can include appropriately located outdoor racks, indoor/long-term bicycle parking or lockers, showers, and/or a coordinated regional bike share program that facilitates regional connectivity.



Bikeshare in Walnut Creek



Scootershare in San Francisco

4 PARKING

Parking provision and management play an integral role in achieving the mobility goals of the Specific Plan. This Plan proposes a balanced approach to parking that aims for an adequate but not over-supply of parking for employees, customers, residents, and visitors. In identifying the appropriate supply, changing transportation modes and services must be taken into account; for example, ride sharing services such as Uber and Lyft and future autonomous vehicle deployment may dramatically change the demand for short-term and long-term parking. In addition, the Plan Area is well served by transit, including BART, the free Downtown Trolley (Route 4), and other bus routes. Further, the plan focuses on strategies to reduce automobile use and shift that traffic to other modes such as walking, bicycling, and taking transit. This section identifies Plan Area parking standards and recommends parking management and transportation demand management (TDM) strategies.

PARKING POLICIES

INTENT: *To ensure parking standards and management mechanisms will create an adequate supply of parking for vehicles and bicycles.*

MB 1.22 Parking supply. Manage long-term and short-term parking supply through a range of strategies including shared parking and “right-sizing” of off-street parking requirements.

MB 1.23 Parking demand. Manage parking demand through parking standards that meet but don’t exceed projected demand, and through development design that encourages walking, bicycling and transit use.

MB 1.24 Bike parking. Ensure new development meets the requirements for bicycle parking.

MB 1.25 Review parking standards. Periodically revisit and adjust parking standards based on changes in vehicle technology, parking technology, and the availability of transit and other non-auto travel modes.

MB 1.26 Parking aesthetics and orientation. Minimize the negative aesthetic impacts of parking by locating parking within structures or below buildings in subterranean structures, where feasible. In the limited situations where surface lots are appropriate, locate the parking behind buildings.

MB 1.27 Car and bike share. Encourage the use of car share and bike share services.

MB 1.28 Unbundled parking. Encourage residential developers and landlords to separate the cost of parking from the cost of housing (referred to as “unbundling”) so that residents have the choice of whether to purchase or rent a parking space with their units.

MB 1.29 Electrical vehicle charging. Require developers to provide on-site electric vehicle charging stations for any development project with 20 units or more.

MB 1.30 Creative parking systems. Encourage creative parking systems, such as mechanized and lift parking, to reduce costs and allow for increased development.

MB 1.31 Attendant-assisted parking. Encourage the use of attendant-assisted parking to support more efficient use of limited parking.

OFF-STREET AUTOMOBILE PARKING STANDARDS

Table 5.2 defines the off-street parking standards for the Plan Area. These parking standards are similar to parking standards for others areas in Walnut Creek that generate less parking demand than typical suburban areas, including: the Core Area, Walnut Creek Transit Village, the West Downtown Specific Plan Area, and other downtown areas with good transit service (as defined by their proximity to the BART station, or to a network of bus routes with 15-minute headways during peak commute hours). The parking requirements developed for the Plan Area are appropriate both to avoid the over-supply of parking and to encourage walking, biking and the use of public transit. Parking requirements may be met by sharing between multiple properties or buildings.

TABLE 5.2: OFF-STREET PARKING STANDARDS

Land Use	North Downtown Rates	Further Reductions Possible With TDM
Studio ^a	0.5 min ^c , 1.0 max ^d	Yes
1-bedroom ^a	0.75 min, 1.25 max ^d	Yes
2-bedroom ^a	1 min, 1.5 max ^d	Yes
3+ bedroom ^a	1.25 min, 2.0 max ^d	Yes
Other Residential Uses	See Zoning Code	Yes
Office ^b	3.3 min	Yes
Commercial (non-office)	See Zoning Code	Yes
Community Facility	See Zoning Code	Yes
Custom Manufacturing	See Zoning Code ^e	Yes

a. Parking Rate is per dwelling unit.

b. Parking Rate is per 1,000 square feet of rentable floor area. For medical office see Zoning Code.

c. Residential uses in Makers' Row (defined in Figure 3.3 and described in Chapter 4) may provide a minimum rate of 0.5 parking spaces per unit, regardless of number of bedrooms.

d. Parking maximums may be exceeded if the additional parking is publicly accessible, and where applicable, available for shared use between multiple uses within a single building, across multiple buildings, and/or across multiple properties.

e. Manufacturing and/or retail uses in Makers' Row may provide 50% of the parking required by the Zoning Code (this equates to 1 space per 900 square feet of gross floor area for manufacturing, and 1 space per 500 square feet of gross floor area for retail uses).

EXCEEDING PARKING MAXIMUMS

Anywhere within the Plan Area, parking maximums may be exceeded if the additional parking is publicly accessible, and where applicable, available for shared use between multiple uses within a single building, across multiple buildings, and/or across multiple properties. For example, in order to maximize efficient use of parking spaces, a mixed-use residential and retail development could exceed the parking maximum if the additional spaces were subsequently made publicly available to visitors of either use.

PARKING REDUCTIONS IN MAKERS' ROW

To support the economic viability of the custom manufacturing businesses envisioned for Makers' Row, properties within the Makers' Row special district (defined in Figure 3.3) are eligible for parking reductions as follows:

- Residential uses: 0.5 spaces per unit, regardless of bedroom number
- Manufacturing and/or retail uses: 50% of that required by the Zoning Code. This equates to 1 space per 900 square feet of gross floor area for manufacturing and 1 space per 500 square feet of gross floor area for retail.

In addition, parking may be shared between multiple uses that would have differing peak demand for parking (e.g., retail and residential uses on the same property).

OTHER POTENTIAL PARKING REDUCTION OPTIONS

The Walnut Creek Zoning Ordinance includes a use permit process for reduced parking in certain circumstances (e.g., shared parking agreements, parking for multiple uses with differing peak demand, or off-site provision of parking). In addition, the City has adopted other measures to more efficiently manage parking, including standards for stacked parking, tandem parking, mechanical lifts, and allowances for attendant-assisted parking. These measures are described subsequently in this chapter.

In addition to the parking reductions for Makers' Row, the City may consider other parking reductions in the future as transit options improve and pedestrian and bicycle infrastructure is constructed. Any reductions must also consider best practices both in transit-oriented development (TOD) and in transportation demand management (TDM).

BICYCLE PARKING STANDARDS FOR NEW DEVELOPMENT

This Plan supports an increase in the amount of bicycle parking for North Downtown, to be implemented through Zoning Ordinance amendments. Bicycle parking will be required for all land uses in the Specific Plan boundaries. Below are bicycle parking standards by use.

1. **Multi-family residential.** For multi-family residential uses, 0.05 spaces per bedroom or studio unit will be required for short-term bike parking and 0.50 spaces per bedroom will be required for long-term bike parking.
2. **Commercial and community facilities.** For commercial, office, medical, public, and institutional uses, bike parking should be provided at 10 percent of the required automobile spaces, with at least one space required in all instances.
3. **Bike parking minimum.** At least one short-term and one long-term bicycle parking space will be required for all projects. Small projects with fractional requirements will be required to provide at least two spaces.
4. **Short-term bicycle parking.** For each short-term bicycle parking space required, a stationary object shall be provided to which a user can secure both wheels and the frame of a bicycle with a user-provided 6-foot cable and lock. The stationary object may be either a freestanding bicycle rack or a wall-mounted bracket. To discourage theft, security provisions shall be considered when locating stationary objects to lock bicycles to. Short-term bicycle parking should be placed in visible, well-lit areas, located within 50-feet of the entrance to the building they serve.
5. **Bicycle parking in outdoor spaces.** All public plazas should provide bicycle racks placed in visible and well-lit areas.
6. **Long-term bicycle parking.** Long-term bicycle parking spaces shall be located within a covered and secured area where access is limited to the residents or employees of the facility. This requirement can be met with lockable bicycle lockers, secured indoor rooms or areas (including parking garages) that contain lockable bike racks, or other similar methods approved by the Transportation Administrator. Long-term bicycle parking spaces must have minimum dimensions of two feet in width by

SHORT-TERM VS. LONG-TERM BICYCLE PARKING

Short-term bicycle parking is intended for visitors, customers, and other short-term guests. It is usually provided as outdoor racks and should be visible and accessible from the sidewalk and bicycle network, and should be located near pedestrian entries to the building it serves.



Long-term bicycle parking is intended for residents and workers. It should be provided as covered or indoor racks or cages, with lockable access control, valet, monitoring or other measures to ensure security for bicycles that are parked for long periods of time.



six feet in length, with a minimum overhead vertical clearance of seven feet; reductions to these minimum dimensions may be approved by the Transportation Administrator in the case of vertically-mounted bicycle racks.

- 7. Showers.** One shower and four clothing lockers shall be provided for all Commercial Use Classifications and Community Facility Use Classifications that are required to provide at least 25 long-term bicycle parking spaces; one additional shower and four additional clothing lockers shall be provided for each 25 required long-term bicycle parking spaces thereafter.

PARKING MANAGEMENT STRATEGIES

The management of off-street and on-street parking is essential to ensure that parking supply adequately serves parking demand and that vehicle congestion and conflicts with pedestrian and bicycle movements are minimized. These strategies will work together with the TDM strategies discussed previously to allow Plan area residents, employees and visitors to travel comfortably by all modes, to minimize traffic congestion, and to optimize the balance of uses of both public and private space.

OFF-STREET PARKING MANAGEMENT

Shared Parking

Shared parking recognizes that parking spaces can serve two or more individual land uses without conflict or encroachment. For example, a parking facility can be used by office employees during the day and also serve patrons of an adjacent restaurant at night. The land use mix envisioned under the Specific Plan will allow people to “park once and walk” on a single automobile trip. For example, an employee who works in North Downtown may be able to walk to lunch, the bank, or the dry cleaner.

The following shared-parking concepts are encouraged in North Downtown and could reduce the number of parking spaces needed within the Plan Area.

- **Shared parking between the BART station and residential uses.** Parking spaces used by BART riders during the day can be used by area residents at night.
- **Shared parking between office uses and residential uses.** Parking spaces used by office employees during the day can be used by area residents at night.
- **Shared parking between auto sales/service vehicle storage and employee/customer parking.** Over time, the amount and location of new/used vehicle storage may change. The space allocated to vehicle storage may be flexibly managed to serve employee and customer parking as well as other area parking needs.
- **Shared parking structure(s) for auto dealerships.** Currently, auto dealers use surface parking lots to store vehicles. One or more shared parking structures for auto storage would allow North Downtown to develop into a more urban area and free up large areas of land for other development.
- **Shared parking in Makers' Row.** Parking for retail, custom manufacturing, auto service, and ancillary residential uses in Makers' Row can be shared between uses, making more efficient use of land available for parking.

The parking rates developed for the Plan Area are based on the expectation that new development will incorporate shared parking when feasible and appropriate.

Unbundled Residential Parking

Unbundled parking should be encouraged in residential development projects. In an unbundled parking scheme, parking spaces are rented (in the case of apartments) or sold (in the case of condominiums) separately from the dwelling unit. This allows individual renters or purchasers to choose whether they want to pay for a parking space and may influence a resident's decision to own a car. Unbundling parking typically reduces parking demand by 10 to 15 percent.

New development should use one of the following unbundled parking approaches:

- Provide reserved parking spaces for sale or lease separately from the cost of housing. Under this



Unbundled Residential Parking

strategy, reserved residential parking would continue to be provided. Since not all residents would own a vehicle, the overall parking supply can be reduced.

- Provide residential parking passes for unreserved spaces for sale or lease separately from the cost of housing. Under this strategy, no reserved residential parking area would be provided. Residential parking can potentially be shared with other parking. Thus, parking spaces used by residents at night would be used by area employees or BART riders during the day.

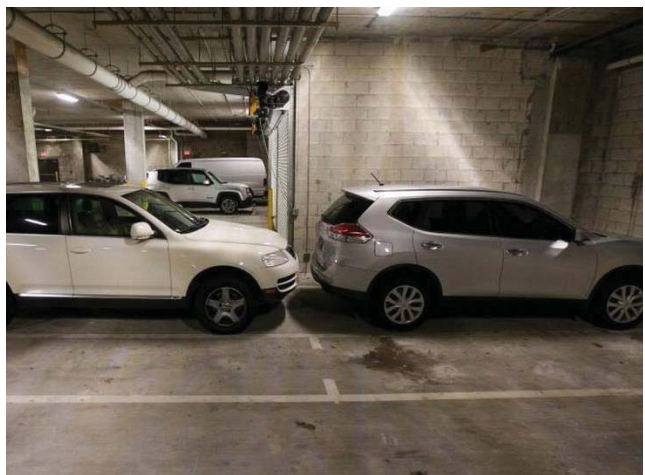
Off-Street Parking Structures

Shared and publicly accessible off-street parking facilities are encouraged in the Plan Area. These facilities should be considered for larger projects that incorporate multiple uses and buildings. This Plan specifically encourages private property owners to promote public parking within their private parking structures, rather than reserving parking solely for customers or tenants. This can be managed, and possibly generate a profit, by charging for parking (validation can be provided for customers of on-site tenants), and a shared parking arrangement such as this can reduce the demand for individual parking structures on each property. Programs similar to this have successfully operated for many years in the Traditional Downtown, where daytime businesses make their parking available (for a fee) to evening customers (for example, a bank making its parking available to evening diners).

The following should be incorporated into off-street and publicly accessible parking structures constructed within the Plan Area.



Valet Parking



Tandem Parking



Mechanized parking

- **Attendant-assisted parking.** Attendant-assisted parking can be used in North Downtown to increase the efficiency of the parking supply by allowing vehicles to be parked along parking lot or garage drive aisles. Attendant-assisted parking can increase the effective parking supply by as much as 15 percent depending on the garage or lot design. Attendant-assisted parking can be effective to reduce oversupply to handle peak period demand.
- **Tandem parking.** In certain cases, tandem parking may be used to meet parking requirements for new development projects. The use of tandem parking can result in more efficient parking layouts and maximize the use of constrained building footprints. In the case of residential development, tandem parking can be implemented by providing one regular parking space and one tandem parking space for an individual dwelling unit requiring two parking spaces; for commercial development, tandem parking works best for attendant-assisted or valet parking.
- **Mechanized parking.** Mechanized parking systems or parking lifts can save space and improve development feasibility. These systems consist of automated or semi-automated structures that allow vehicles to be stacked vertically, storing multiple vehicles within the footprint of one parking space. The Draft Zoning Ordinance amendments allow the use of mechanized parking or parking lifts for multi-family residential development.
- **Automatic Parking Space Counting Systems (APSCS).** APSCS should be used in all non-residential parking structures that will provide public parking. The systems should include electronic changeable message signs installed at parking entrances, visible from the adjacent public street, to inform drivers of the location and number of available parking spaces. Systems should also have the capability to share real time occupancy, pricing, and other relevant information with transportation and parking guidance systems which are increasingly available and which many auto manufacturers are making standard or optional equipment on new cars. Such systems serve to maximize utilization of all parking facilities, and reduce excessive circulation and driver frustration. By increasing efficiency and helping users to locate available parking spaces, this measure could also increase the effectiveness of the parking supply and reduce the number of spaces that need to be provided.

ON-STREET PARKING MANAGEMENT

Metered On-Street Parking

Providing on-street metered parking deters motorists from parking on-street all day, thus enhancing the short-term parking availability for retail patrons and other commercial uses. On-street parking can also be used to reduce the need for off-street parking. As development intensifies, on-street parking demand will increase. Parking meters should be considered when parking demand regularly exceeds 85 percent occupancy. Long-term versus short-term meters will need to be addressed over time as the commercial landscape evolves.

Parking District and Pricing

The North Downtown Specific Plan is part of the City's Downtown Parking Meter Zone, which was adopted in 2013. Per the City's Parking Ordinance, the City uses parking revenues to support parking operations and enhancements within the Downtown Parking Meter Zone. This includes:

- Management and maintenance of three City Garages
- Operation and maintenance of 1,600 parking meters
- Parking enforcement
- Maintenance of infrastructure (garage elevators, sidewalk and crosswalk repair)
- Downtown landscaping and beautification
- Downtown services
- Free Downtown Trolley (Routes 4 and 5)
- Downtown events



CHAPTER 6: INFRASTRUCTURE



INFRASTRUCTURE

Infrastructure improvements are required to support the North Downtown Plan Area. The majority of the Plan Area currently consists of retail, office, and auto sales and service establishments. New residential and commercial uses will require improvements to the underground utility infrastructure. Additionally, the requirements of Contra Costa County's Stormwater C.3 Guidebook will be implemented on applicable developments to reduce runoff while providing sediment control and pollution prevention. The purpose of the infrastructure chapter is to identify how utilities and public services will support the North Downtown Plan Area.

INFRASTRUCTURE POLICIES

INTENT: *To provide high-quality infrastructure to accommodate projected growth in North Downtown.*

- IF 1.1 Adequate facilities.** In coordination with the East Bay Municipal Utility District (EBMUD), Central Contra Costa Sanitary District (Central San), and the City's Public Works Department, ensure that new development in the Plan Area has adequate water, sanitary sewer, and stormwater drainage.
- IF 1.2 Sustainable stormwater management.** Incorporate sustainable stormwater management features in new development and public improvements, including bio-swales, permeable pavers, rainwater collection systems, and other features to manage stormwater runoff.
- IF 1.3 Timing of upgrades.** Ideally, all infrastructure improvements should occur before roadway, bicycle, and pedestrian improvements to avoid multiple periods of construction.
- IF 1.4 Reclaimed water system.** Utilize recycled water for landscaping of public areas along with other non-potable applications as they come available through Central San and EBMUD.
- IF 1.5 Energy providers.** Require new development to coordinate with the appropriate agency to provide electric and gas service to the proposed site.
- IF 1.6 Energy savings and Infrastructure.** Support the application of renewable energy technologies and sustainable energy sources to promote energy conservation. When installing new public energy infrastructure, use energy efficient models and systems whenever possible, incorporating new technologies as they become available.
- IF 1.7 Telecommunications.** Encourage new development to accommodate current telecommunication technologies.

WATER SUPPLY

EXISTING FACILITIES

In the City of Walnut Creek, the East Bay Municipal Utility District (EBMUD) operates and maintains the potable water system in the Plan Area. A majority of the distribution mains in the Plan Area range from six to 12 inches in diameter. The major transmission lines within the Plan Area are as follows:

- 24-inch main in Carlback Avenue from North Main Street to Civic Drive
- 48-inch main in North California Boulevard from Civic Drive to Ygnacio Valley Road
- 84-inch main in North California Boulevard from Lacassie Avenue to Parkside Drive
- 69-inch main in Lacassie Avenue and Carlback Avenue from North California Boulevard to the Iron Horse Trail.

FACILITY NEEDS

Based on the development built and projected in the Plan Area, the Specific Plan would generate a total water demand of approximately 2.60 million gallons per day (mgd). This represents a net increase of 0.35 mgd, as compared to the existing demand within the Plan Area. This increase in demand will require the replacement of existing water mains with larger mains to serve some areas of new development. EBMUD has confirmed that there are no known capacity or condition issues within the existing water system in the Plan Area.

WATER SYSTEM IMPROVEMENT PROJECTS

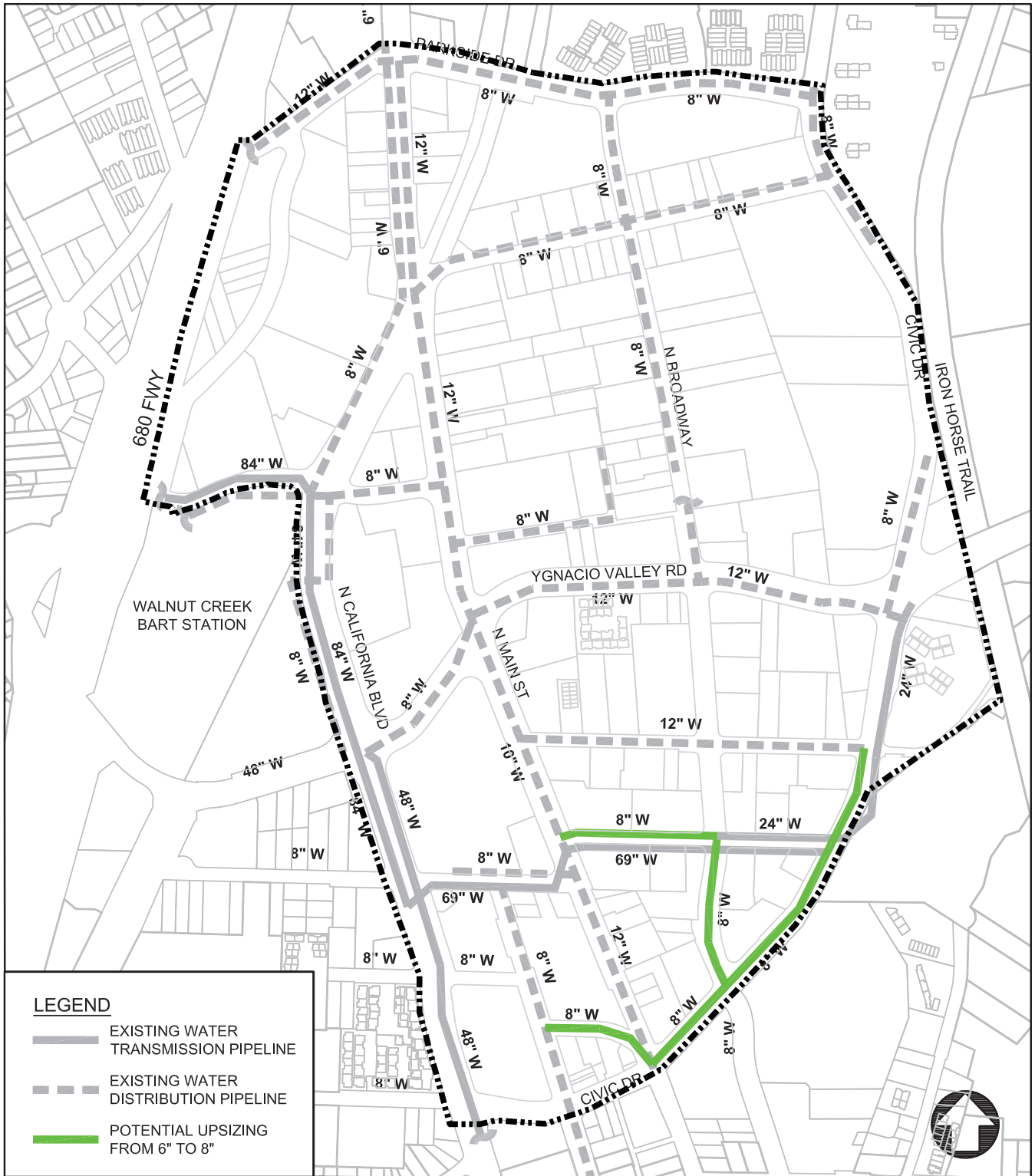
While there is an existing water system within the Plan Area, proposed developments producing an increased number of residential units as well as office space may require the upsizing of existing water mains. Per discussion with EBMUD, it is expected that the 6-inch water mains within the Plan Area will need to be upsized to 8-inch mains due to anticipated additional demand. The replacement pipe sizes and locations, shown in **Figure 6.1**, were determined based on greatest potential demand resulting from scenarios contemplated in the Plan. All water main improvements shown are estimated. Exact sizing and location is to be determined for each proposed development when specific project information is known. **Table 6.1** below provides a description of this improvement project, as well as estimated timing and who is responsible.

TABLE 6.1: WATER SYSTEM IMPROVEMENTS

PROJECT	DESCRIPTION	ESTIMATED TIMING	RESPONSIBILITY
Upsizing existing 6-inch mains to 8-inch mains	The projected developments within the Plan Area may require the upsizing of approximately 7,000-linear feet of 6-inch mains to 8-inch mains due to increased demand.	Ongoing with developments	Developer

Figure 6.1

WATER SYSTEM IMPROVEMENTS



RECYCLED WATER SUPPLY

EXISTING FACILITIES

The East Bay Municipal Utility District (EBMUD) and Central Contra Costa Sanitary District (Central San) must work together to provide recycled water supply, and treatment. Although Central San provides recycled water to the nearby City of Pleasant Hill, there are currently no recycled water lines installed within, nor are there plans for extension of these improvements to the Plan Area.

FACILITY NEEDS

The Specific Plan encourages implementation of recycled water use for irrigation systems if recycled water becomes available in the Plan Area.

STORM DRAINAGE AND FLOOD CONTROL

EXISTING FACILITIES

The City of Walnut Creek (City) owns and maintains the storm drain collection and conveyance system within the Plan Area, and most Plan Area streets are improved with curbs and gutters that collect and channel the runoff into the underground storm drain system.

Redevelopment within the Plan Area, which will create or replace more than 10,000 square feet of impervious surface (or 5,000 square feet for specific uses including uncovered parking lots and auto facilities), will be classified as regulated projects under Provision C.3 of the California Regional Water Quality Control Board, San Francisco Bay Region, Municipal Regional Stormwater (MRP). At the time of Plan development, the MRP in effect is Order No. R2-2015-0049, NPDES Permit No. CAS612008, November 19, 2015. The aforementioned thresholds are subject to change in subsequent iterations of the MRP. Due to their proximity to the Walnut Creek BART Station, some developments within the Plan Area may qualify as Special Projects, allowing for use of non-low impact development (LID) treatment measures (See page 84) to achieve stormwater-quality compliance. Projects within ½-mile of the BART station may benefit from this designation.

The southeast portion of the Plan Area lies within a one-percent special flood hazard area zone (Zone AE), as identified by the Federal Emergency Management Agency (FEMA). Representing approximately 13 percent of the total Plan Area, the flood zone area affects parcels along Civic Drive between Locust Street and Ygnacio Valley Road. Parcels within Zone AE are required to follow National Flood Insurance Program's (NFIP's) floodplain management regulations and mandated to purchase flood insurance.

FACILITY NEEDS

Since the Plan Area is composed primarily of impervious surfaces (structures, paving, and concrete), it is expected that new development will not significantly increase the overall quantity of impervious surfaces. Therefore, stormwater runoff quantities are not expected to increase and the storm drainage system will not require upgrades to increase capacity. Any storm drain management improvements are to be installed as part of each individual development within the Plan Area. Developments within the Plan Area may be required, by the City, to replace existing corrugated metal pipes (CMP) adjacent to or serving project sites. Specific determination of CMP segments to be replaced will be made by the City Engineer as permits are processed.

WASTEWATER COLLECTION AND TREATMENT

EXISTING FACILITIES

Wastewater within the Plan Area is collected and treated by the Central Contra Costa Sanitary District (Central San). The wastewater collection mains within the Plan Area are typically 6 to 8 inches in diameter; two trunks larger than 15 inches convey wastewater from the Plan Area:

- 30-inch trunk in Civic Drive from North Broadway to Arroyo Way and beyond the Iron Horse Trail: This trunk carries wastewater from Locust Street, North Main Street, North Broadway, and Lacassie Avenue.
- 60-inch reinforced concrete trunk in North California Boulevard from Lacassie Avenue and North Main Street to Arroyo Way and the Iron Horse Trail: This trunk carries wastewater from North California Boulevard and North Broadway north of Ygnacio Valley Road.

FACILITY NEEDS

Based on the development built and forecasted in the Plan Area, the Specific Plan would generate a wastewater discharge of approximately 2.40 mgd and a net increase of 0.31 mgd. This increase will require the upsizing of some wastewater mains serving new development. Central San has expressed concern about wastewater mains within the Plan Area that may require replacement soon due to aging and capacity issues. New development projects within the Plan area will help rebuild undersized wastewater mains either through actual replacement or deferred improvement agreements.

WASTEWATER COLLECTION AND TREATMENT IMPROVEMENT PROJECTS

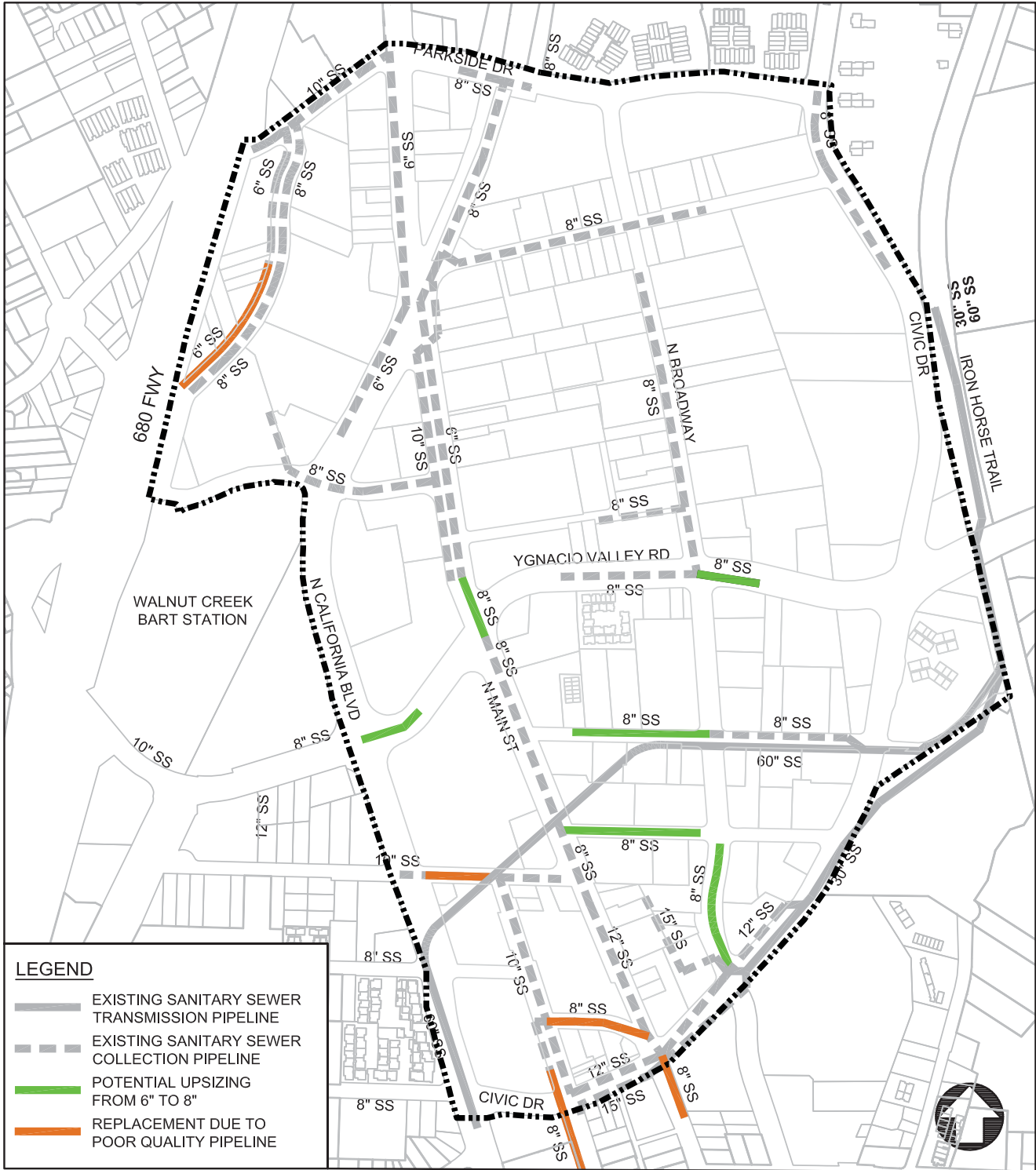
New development within the Plan Area is expected to increase the number of residential units as well as office space. These projects may require the upsizing of existing 6-inch wastewater mains. The replacement pipe sizes and locations, shown in **Figure 6.2**, were determined based on greatest potential demand resulting from scenarios contemplated in the Plan. Precise sizing and location is to be determined for each proposed development when specific project information is known. **Table 6.2** below provides a description of these improvements, as well as estimated timing and who is responsible.

TABLE 6.2: WASTEWATER SYSTEM IMPROVEMENTS

PROJECT	DESCRIPTION	ESTIMATED TIMING	RESPONSIBILITY
Upsize existing 6-inch mains to 8-inch mains	The projected developments within the Plan Area may require the upsizing of approximately 2,750-linear feet of 6-inch mains to 8-inch mains due to the increased demand.	Ongoing with developments	Developer
Replace 6-inch mains	Central San has indicated that 570-linear feet of 6-inch mains will require replacement within the Plan Area due to age.	Ongoing with developments	Developer/Central San
Replace 8-inch mains	Central San has indicated that 2,100-linear feet of 8-inch mains will require replacement within the Plan Area due to age.	Ongoing with developments	Developer/Central San
Replace 10-inch mains	Central San has indicated that 250-linear feet of 10-inch mains will require replacement within the Plan Area due to age.	Ongoing with developments	Developer/Central San

Figure 6.2

WASTEWATER SYSTEM IMPROVEMENTS



ENERGY

EXISTING FACILITIES

Pacific Gas and Electric Company (PG&E) provides electric and gas service to the Plan Area and owns the transmission infrastructure. Customers within North Downtown have the option of purchasing electrical service from Marin Clean Energy or PG&E. The following facilities are owned by PG&E and located within the Plan Area:

- A 100-foot-wide easement for PG&E overhead electric transmission lines crosses the Plan Area in the southwest-northeast direction.
- A 12kV electrical distribution system serves the Plan Area and is primarily located underground.
- A high pressure natural gas distribution line (line 191) traverses the Plan Area. This facility is a major transmission line that serves most of the East Bay Area from Orinda to Antioch.

In addition, Kinder Morgan (KM) operates a 10-inch underground fuel pipeline that runs along the eastern side of the Plan Area within the Iron Horse Trail corridor.

FACILITY NEEDS

Proposed development within North Downtown is not anticipated to result in a significant increase in electrical or gas demand. Any new development with additional electrical or gas loads will need to apply for service from PG&E.

TELECOMMUNICATIONS

AT&T and Comcast serve as telecommunications providers throughout the Plan Area.

All proposed development within North Downtown requiring telecommunication services will need to apply for service through the corresponding company.

POLICE AND FIRE SERVICES

The Plan Area is served by the Walnut Creek Police Department (WCPD) and the Contra Costa County Fire Protection District (CCCFPD). WCPD operates out of City Hall, located just south of the Plan Area at the corner of Civic Drive and North Main Street. CCCFPD Fire Station No. 1 is located within the Plan Area at 1330 Civic Drive.

Additional police stations and fire stations are not expected to be needed in North Downtown.



CHAPTER 7: IMPLEMENTATION

Walnut Creek Center

IMPLEMENTATION

This chapter describes implementation activities and funding strategies needed to fulfill the 30-year vision for the Plan Area. It organizes implementation actions into programs (**Table 7.1**) and capital improvements (**Tables 7.2 and 7.3**). Implementation of the Specific Plan will require a comprehensive approach that includes private sector development, City actions, and coordination with partners and stakeholders. Together, these actions and projects will support the incremental transformation of North Downtown into a vibrant, transit-oriented, mixed-use urban neighborhood.

IMPLEMENTATION ACTIONS AND PROGRAMS

The list of actions in **Table 7.1** is organized according to timeframe – short-term (within 2 years of adoption), mid-term (within 10 years of adoption), long-term (within 30 years of adoption), and ongoing – and identifies the entity responsible for implementation. Since much of the development in North Downtown will be opportunistic and dependent on market forces over time, the exact timing of many implementation actions is contingent on future development activity.

- **Short-term (within 2 years of adoption).** Short-term actions include many of the immediate policies, programs, and planning of capital priorities that lay the groundwork for the incremental transformation of the North Downtown area. They also include coordination with existing efforts by Walnut Creek Downtown, Chamber of Commerce, school districts, the Design Review Commission and others.
- **Mid-term (within 10 years of adoption).** Based on the actions completed in the short-term period, the mid-term actions focus on guiding development activity, leveraging any new funding mechanisms, commencing construction of public capital improvement projects, and bolstering the identity of North Downtown. Some projects and programs may continue past this time period as long-term implementation proceeds.
- **Long-term (within 30 years of adoption).** Long-term actions focus on guiding development activity, leveraging new funding, creating effective implementation mechanisms, establishing more detailed design guidance for a variety of topics, and bolstering the identity of North Downtown.
- **Ongoing.** These actions include ongoing programs and coordination in North Downtown, including monitoring, maintenance, and collaboration with partners.

TABLE 7.1: IMPLEMENTATION ACTION PLAN

Implementation Action	Description and Other Related Policies and Guidance	Responsibility
Short-term Actions		
Funding	Study options for establishing funding and financing mechanisms and sources to address Plan Area needs. This may require property owner support for new sources, such as district-based mechanisms or development impact fees (as described later in this chapter).	CED-Planning, PW-Capital Improvement
Loading Zones	Work with auto dealers and service businesses and Public Works to prepare detailed truck loading zone guidance for areas located in Figure 5.13 .	CED-Planning, PW-Traffic Engineering, auto businesses
Multi-modal Planning	Develop more detailed plans of proposed pedestrian and bicycle improvements in order to be in an approved position when applying for grant funding to implement physical improvements.	CED-Transportation Planning, PW-Traffic Engineering
Auto Dealer Shared Parking	Work with local auto dealerships to facilitate shared parking agreements, including for vacant lots currently used for auto storage; for new storage locations; and/or for shared parking structures.	CED-Economic Development, property owners, businesses
Non-Auto-Dealer Shared Public Parking	In coordination with property owners: <ul style="list-style-type: none"> Identify groups of business and property owners who could benefit from use of shared parking Modify any zoning codes or ordinances that may restrict or discourage shared parking Actively work with local employers, landowners, and developers to implement shared parking. 	CED-Planning, CED-Economic Development, Business Owners

CED: Community and Economic Development

PW: Public Works

Chamber: Chamber of Commerce

DRC: Design Review Commission

CMO: City Manager's Office

Implementation Action	Description and Other Related Policies and Guidance	Responsibility
Confirm Approach to Community Benefits	A community benefits program for North Downtown should be finalized in late 2019 or early 2020. Conversations with developers and property owners in the area have already been initiated and have continued throughout this process. The benefits program should strike a balance between certainty and flexibility. Certainty means that the City’s expectations for community benefits should be clearly stated and that agreements are predictable and not subject to multiple changes. Flexibility means that considerable latitude is provided in determining which benefits are appropriate for a given site or development, whether those benefits are provided on-site or off-site, and how those benefits translate into additional development rights. It is essential that the developer’s cost to provide benefits is carefully calibrated with the potential market value of “bonus” floor area, height, and density permitted. The benefits program should be efficient, contribute to permit streamlining, and encourage new development and construction of the amenities described in this Plan. The program may be periodically revisited to ensure that these goals are being achieved, and to respond to real estate market conditions.	CED-Planning CMO-Economic Development
Rapid Plan Evaluation	Within two years after adoption of the North Downtown Specific Plan, complete a rapid evaluation of the Plan’s implementation progress. As part of this effort, update the list of implementation projects and programs (including timeline and responsibility); review the amount and type of development that has occurred in the Plan area and Special Districts; and evaluate the effectiveness of the plan’s standards and policies to determine any needed refinements. Repeat this effort every two years or at other regular intervals, and update the plan as necessary.	CED-Planning PW-Capital Improvement PW-Traffic Engineering
Economic Development Plan	Within one year of adoption of the North Downtown Specific Plan, create an economic development plan for the Makers’ Row and the Arts Districts.	CMO-Economic Development

CED: Community and Economic Development
 PW: Public Works
 Chamber: Chamber of Commerce
 DRC: Design Review Commission
 CMO: City Manager’s Office

Implementation Action	Description and Other Related Policies and Guidance	Responsibility
Mid-term Actions		
Street Furnishings Palette	Develop a street furniture design palette for the Plan Area to include recommendations for materials, styles, and colors for benches, planters, lighting, and other amenities. The palette should allow flexibility for the creation of unique and artistic pieces in the Special Districts.	CED-Planning, Arts Commission, PW-Traffic Engineering, DRC
Planting Palette	Prepare a “planting palette” providing recommendations for plantings for the public right-of-way and city owned property.	CED-Planning, PW-City Arborist
Public Signage and Wayfinding Program for North Downtown	Create a public signage and wayfinding program for North Downtown, integrated with the citywide signage and wayfinding program and emphasizing artistic elements and links to the Arts District, Makers’ Row, and downtown Walnut Creek.	CED-Planning, PW-Traffic Engineering, DRC
Special District Monitoring	Every 2-5 years, assess the success of special districts (Makers’ Row and the Arts District) and if necessary change regulations, development strategies, economic development strategies such as establishment of Property-Based Improvement District (PBID), district boundaries, or other features in order to facilitate implementation.	CED-Planning
Wi-Fi	Work with utility companies and Walnut Creek Downtown to extend wi-fi to the North Downtown area, particularly Makers’ Row and the Arts District.	PW-Utilities
Long-term Actions		
Expand Free Transportation	Work with County Connection to consider options to expand free transportation options and routes.	County Connection, CED-Transportation Planning
Giammona Drive	As development evolves, transform Giammona Drive into a shared-use street and plaza with limited vehicular access, as described on pages 49, 50, and 126.	Development, CED-Planning, PW-Traffic Engineering
Parking Maximums for Office	Coordinate with the Rethinking Mobility TDM Plan to consider applying parking maximums to office development once the shared-use path on Ygnacio Valley Road is implemented.	CED-Transportation Planning

CED: Community and Economic Development
 PW: Public Works
 Chamber: Chamber of Commerce
 DRC: Design Review Commission
 CMO: City Manager’s Office

Implementation Action	Description and Other Related Policies and Guidance	Responsibility
Ongoing Actions		
Collaboration between Stakeholders	Encourage property owners, business owners, tenants, and other stakeholders in the North Downtown area to coordinate and collaborate on areas of mutual interest for the betterment of the area. This could occur in the form of quarterly meetings or other formats to encourage collaborative stewardship of North Downtown area.	CED-Planning, CED-Economic Development, property owners, businesses, residents, other local partners
Makers' Row	Seek out partnerships with innovative companies and non profits and encourage the development of maker spaces.	CED-Economic Development, Business Owners
Community Benefits Monitoring	Annually assess the North Downtown Specific Plan community benefits program to determine how frequently it is being utilized, its efficacy in funding community benefits, if expected contributions are of sufficient value, if community benefits priorities have changed, and any other changes to the process or funding structure.	CED-Planning, City Council
TDM Monitoring and Reporting	Monitor employers and property owners within the Plan Area implementing transportation demand management (TDM) programs, and require regular reporting for any project with TDM as a condition of approval.	CED-Transportation Planning, Property Owners
Affordable Housing Strategies	Review the list of affordable housing strategies in the Housing section of Chapter 3 every 2 years, concurrent with the West Downtown Specific Plan, to evaluate these strategies against changing market conditions.	CED-Housing Division
Regular Plan Evaluation and Refinement	Every five years, review the type and amount of development that has occurred in the Plan Area to ensure the land use plan, policies and/or standards continue to support the Vision and Goals of the Plan Area, as identified in Chapter 2.	CED-Planning
Auto Sales and Service Meetings	Convene, promote, and/or facilitate regular meetings between auto dealership owners to coordinate on issues of development, shared parking, public realm improvements, truck loading and unloading, and coordinated district improvements, such as enhanced lighting. Invited participants should include all Auto Sales and Service landowners in North Downtown.	CMO-Economic Development, property owners, business owners

CED: Community and Economic Development

PW: Public Works

Chamber: Chamber of Commerce

DRC: Design Review Commission

CMO: City Manager's Office

INFRASTRUCTURE CAPITAL IMPROVEMENTS

This section identifies necessary capital improvements for North Downtown, organized by topic. Each action includes an estimate of project timing and responsibility. This list of proposed improvements can be updated and refined over time as actions are completed and as North Downtown evolves. Funding strategies for these improvements are described in the Funding Strategy Section on page 194. Cost estimates are planning-level guidance and must be confirmed with more detailed project-specific engineering and design work.

TABLE 7.2: INFRASTRUCTURE CAPITAL IMPROVEMENTS

Project	Description	Estimated Timing	Responsibility	Planning-level Cost Estimate
Upsize existing 6-inch water mains to 8-inch mains	The projected developments within the Plan Area may require the upsizing of approximately 7,000-linear feet of 6-inch mains to 8-inch mains due to the increased demand.	Ongoing with developments	Developer/ EBMUD	\$2,500,000
Upsize existing 6-inch wastewater mains to 8-inch mains	The projected developments within the Plan Area may require the upsizing of approximately 2,750-linear feet of 6-inch mains to 8-inch mains due to the increased demand.	Ongoing with developments	Developer/ Central San	\$1,300,000
Replace 6-inch mains	Central Contra Costa Sanitary District has expressed that 570-linear feet of 6-inch mains will need to be replaced within the Plan Area.	Ongoing with developments	Developer/ Central San	\$320,000
Replace 8-inch mains	Central Contra Costa Sanitary District has expressed that 2,100-linear feet of 8-inch mains will need to be replaced within the Plan Area.	Ongoing with developments	Developer/ Central San	\$1,000,000
Replace 10-inch mains	Central Contra Costa Sanitary District has expressed that 250-linear feet of 10-inch mains will need to be replaced within the Plan Area.	Ongoing with developments	Developer/ Central San	\$120,000

STREET AND PUBLIC SPACE CAPITAL IMPROVEMENT PROJECTS

Transforming the North Downtown Specific Plan Area into a more efficient, safer, multimodal environment will involve a combination of publicly and privately funded infrastructure improvements. Some will happen in collaboration with future private development. Other projects such as new bicycle facilities, widened sidewalks, and intersection redesigns may require city funding. These are listed in **Table 7.3**, and most are also shown on **Figure 5.1**.

Issues to be addressed include: the timing of the improvements relative to the timing of new development, the use of impact fee/assessment district fee revenues, the use of developer advances/reimbursements mechanisms, the role of developers in installing improvements, and the role of the City in installing improvements. It is envisioned that larger/key development projects would be candidates for advancing funding for constructing needed improvements. These developments would then be reimbursed by future developments. Smaller projects without major sponsors would likely need to be funded by accumulated impact fees and/or assessment district fees. Given the objective to intensify development and enhance sustainability, many of these improvements would be competitive for the myriad of grant funds that are available for projects that encourage sustainability and in-fill development.

IMPLEMENTATION APPROACHES

SINGLE PROJECT: Smaller improvements, or those with a clearly defined scope or location of focus, are often best implemented as a single, integrated project effort. This includes projects such as intersection improvements, the addition of contiguous bicycle lanes, or pedestrian crossing improvements at a specific identified location. Table 7.3 identifies improvements that are anticipated to be implemented as a single project all at once.

INCREMENTAL: Larger projects, opportunistic improvements, or projects that require multiple phases of funding are often best implemented incrementally. This could include improvements such as formalizing informal trail connections, adding new shared-use path segments when parcels are redeveloped, or coordinating incremental improvements with previously scheduled re-paving or other work. Table 7.3 identifies improvements that are anticipated to be implemented incrementally over time.

TABLE 7.3: STREET AND PUBLIC SPACE IMPROVEMENT PROJECTS

Project	Description	Estimated Project Timing	Implementation Approach	Planning Level Cost Estimate
Shared-Use Pathway Connections	North Main Street. Provide a shared-use pathway connection on the West side of North Main Street between Parkside Drive and Pringle Avenue.	Long-term	Incremental	\$5-10M
	Pine Street. Provide a shared-use pathway connection on the south side of Pine Street between North Main Street and Civic Drive.	Long-term	Single project	\$10- 20M
	North Main Street. Provide a shared-use pathway connection on the East side of North Main Street between Pine Street and Pringle Avenue.	Long-term	Single project	\$5-10M
	Mid-block Pathway. Provide a mid-block shared-use pathway connection between North Main Street and Civic Drive, mid-way between Pine Street and Ygnacio Valley Road to align with Brio Drive.	Long-term	Incremental; Community benefit opportunity	\$200K-1M
	Brio Drive. Widen the existing pedestrian pathway on Brio Drive to accommodate both pedestrians and bicycles.	Long-term	Incremental	\$200K-1M
	Pringle Avenue. Provide a shared-use pathway connection on Pringle Avenue between North California Boulevard and North Main Street.	Long-term	Single project	\$200K-1M
	North California Boulevard. Provide a shared-use pathway connection on the East side of North California Boulevard, between the planned new pedestrian crossing to the BART station to Ygnacio Valley Road.	Mid-term	Incremental	\$200K-1M
	Ygnacio Valley Road. Provide a shared-use pathway connection on the North side of Ygnacio Valley Road between North California Boulevard and Civic Drive.	Long-term	Incremental	\$10-20M

Project	Description	Estimated Project Timing	Implementation Approach	Planning Level Cost Estimate
On-street Bicycle Improvements	North Broadway, north of Ygnacio Valley Road. Provide bicycle lanes, with a buffer between adjacent on-street parking, on North Broadway between Parkside Drive and Ygnacio Valley Road.	Long-term	Single project	\$5-10M
	North Broadway, south of Ygnacio Valley Road. Provide bicycle lanes, with a buffer between adjacent on-street parking, on North Broadway between Ygnacio Valley Road and Civic Drive.	Short-term	Single project	\$5-10M
	Arroyo Way (west). Provide bicycle lanes on Arroyo Way between North Main Street and Civic Drive.	Short-term	Single project	< \$200K
	Arroyo Way (east). Provide an on-street bike route on Arroyo Street between Civic Drive and the Iron Horse Trail.	Short-term	Single project	< \$200K
	Civic Drive. Provide signed bicycle route on Civic Drive between North California Boulevard and Parkside Drive.	Mid-term	Single project	< \$200K
	Pine Street. Implement the near-term bicycle and pedestrian improvements for Pine Street as specified in the Mobility Chapter.	Short-term	Single project	< \$200K
	North Main Street. Provide a signed bicycle route on North Main Street between Arroyo Way and Civic Drive.	Mid-term	Single project	< \$200K
	Parkside Drive. Provide bicycle lanes on Parkside Drive from Civic Drive to the western plan boundary and continuing beyond under the 680 freeway, consistent with the bike plan.	Mid-term	Single project	< \$200K

Project	Description	Estimated Project Timing	Implementation Approach	Planning Level Cost Estimate
Continuation of Downtown Street Lighting	Install new pedestrian lighting along North Main Street, North Broadway, Civic Drive, Arroyo Way and North California Boulevard, continuing the lighting palette used in Downtown Walnut Creek	Mid- and Long-term	Incremental	\$1-5M
Sidewalk Network	Complete the sidewalk network on: <ul style="list-style-type: none"> the north side of Pine Street, the south side of Arroyo Way between North Main Street and North Broadway the west side of North Broadway south of Arroyo Way 	Mid-term Mid-term Short-term	Incremental	\$10-20M
Formalize School Connection	Collaborate with relevant agencies to formalize connections to Walnut Creek Intermediate School from North Civic Drive via the Iron Horse Trail.	Mid-term	Single project	< \$200K - \$1M
Formalize Future Iron Horse Trail Connections	Provide formal signage and trailhead treatments as future multi-use path connections are made to Iron Horse Trail.	Mid-term	Incremental	< \$200K
North Broadway/ Arroyo Way Intersection Redesign	Provide the following improvements listed on Page 154 in Chapter 5.	Short-term	Single project	\$1-5M
North California Boulevard/ Ygnacio Valley Road Intersection Design	Provide the following improvements to the listed on Page 152 in Chapter 5.	Mid-term	Single project	\$1-5M
Other Proposed Improved Pedestrian Connections	Enhance pedestrian crossing facilities (signal, high-visibility striping, curb extensions, and/or other treatments) at the locations shown on Figure 5.1.	Short- and Mid-term	Single project (for each crossing)	\$1-\$5M

FUNDING AND FINANCING STRATEGY

The North Downtown Specific Plan specifies new public infrastructure and amenities required to support the emergence of a walkable, vibrant district with residential and commercial uses. This funding and financing strategy aligns potential funding sources and mechanisms with the types of improvements included in the plan, and provides a framework for determining responsibilities for constructing and funding improvements.

Private sector developers, investors, and property owners will drive new investment and construction in the North Downtown Area. Therefore, it is envisioned that many future improvements planned for the Specific Plan area will be achieved through development by the private sector, including meeting on-site development standards, paying existing and possible future fees, providing community benefits during development, making physical improvements such as new sidewalks and pathways, and through other funding and financing mechanisms that could apply to all future development.

FUNDING AND FINANCING SOURCES AND MECHANISMS

A spectrum of potential funding sources and mechanisms exist for implementing the improvements identified in the North Downtown Specific Plan, as shown in **Table 7.4**. In many cases, multiple funding sources will need to be combined in order to pay for specific projects. This section describes these sources and mechanisms and their potential uses in the North Downtown area.

Although the terms “funding” and “financing” are often used interchangeably, there is an important distinction between the two terms. “Funding” typically refers to a revenue source such as a tax, fee, or grant that is used to pay for an improvement. Some funding sources, such as impact fees, are one-time payments, while others, such as assessments, are ongoing payments. “Financing” involves borrowing against future revenues by issuing bonds or other debt instruments that are paid back over time through taxes or fee payments, enabling agencies to pay for infrastructure before the revenue to cover the full cost of the infrastructure is available.

The funding sources and financing tools have been evaluated relative to their purpose, process of adoption and implementation. Funding and financing mechanisms are organized under four broad categories:

- 1 DEVELOPER, PROPERTY OWNER, AND USER FUNDING, FINANCING AND INCENTIVES**
- 2 EXISTING CITY RESOURCES**
- 3 TAX INCREMENT FINANCING**
- 4 STATE AND REGIONAL PROGRAMS**

As **Table 7.4** illustrates, the categories differ in terms of the scope and scale of their targeted improvements.

1 DEVELOPER, PROPERTY OWNER AND USER FUNDING, FINANCING AND INCENTIVES

Developers are primarily responsible for building on-site improvements necessary to complete their projects. In contrast, the path to delivery of infrastructure that serves a broader area requires greater coordination among public and private stakeholders. The mechanisms described below offer ways of engaging developers in the funding and financing of off-site improvements necessary for accommodating new development and spurring further economic growth. A final tool, incentive agreements, provides a vehicle for local agencies to fund a portion of in-tract costs in cases where private development would not otherwise be feasible.

Development Impact Fees

Pursuant to the Mitigation Fee Act,¹ local agencies may assess impact fees to cover incremental service and capital costs of new development. Fees are typically paid at the time of building permit issuance or recording the final subdivision map and are placed into a reserve fund for specific improvements. Parking or traffic mitigation fees are examples of development impact fees. A technical analysis is required to demonstrate the proportional relationship between the fee and the incremental costs to the agency, prior to adoption by the legislative body. Local agencies may also consider market factors when setting fees, in particular, whether fee levels stand to impact development feasibility.

Impact fees provide an important revenue source for funding local infrastructure. The challenge is sequencing current fee revenues with infrastructure investments necessary to serve near- and long-term growth. Several tools address this challenge

¹ Government Code §66000

by encouraging private investment in area-serving infrastructure, discussed subsequently.

Special Assessment and Special Tax Districts

The intent of special assessment and special tax districts is to fund public capital facilities to serve new development. Districts adopt a new special assessment or special tax paid by property owners within a defined area, which can be used to issue debt for capital improvements that benefit the district. Pursuant to Proposition 218, special assessments must be assigned to property owners in direct proportion to the benefits received from targeted improvements. Special tax formulas are not subject to the same standard and allow for a variety of property characteristics – other than property value – to determine tax apportionment. Both special assessments and special taxes are subject to approval by voters (if 12 or more are registered in the district) or affected property owners (in all other cases). A simple majority is required for special assessments, whereas special taxes must be approved by a two-thirds majority.

The scope of eligible activities in special tax districts is broader than in special assessment districts. While facilities or services funded by special assessment districts must confer “special benefits” upon affected property owners, special tax districts must only ensure that new capital facilities and services supplement, rather than supplant, existing levels of service in the district. Due to their greater flexibility, special tax districts are more commonly utilized than special assessment districts.

Special tax districts are typically authorized under the Mello-Roos Communities Facilities Act of 1982² and are referred to as Community Facilities Districts (CFDs). A variety of special assessment districts are

² Government Code §53311

authorized under state law, including the Municipal Improvement Act of 1913, Landscape and Lighting Act of 1972, and Benefit Assessment Act of 1982.

Developer Credits and Reimbursements

Many local agencies permit developers to construct area-serving infrastructure such as streets, utilities, parks and open space in lieu of paying certain impact fees. Local agencies may also enter into agreements to reimburse developers for investments in area-serving infrastructure in cases where the value of the investment exceeds fees otherwise owed by the project. Local agencies may pledge future development-based revenues, such as impact fees, assessments or special taxes towards the reimbursement agreement; however, pursuant to Government Code §53190, the general fund must not be liable for repayment of obligations. All special levies and assessments are subject to approval by property owners and voters, as described in the previous section.

The City used this approach to improve North Main Street under the NMS/YVR Specific Plan. Some of the adjacent property owners still need to reimburse the City when they redevelop their properties. These obligations need to be retained under the NDSP.

Economic Incentive Agreements

Incentive agreements provide the private sector a form of gap funding in situations where the development economics do not support the full cost of a commercial project with the potential to deliver substantial community benefits. Local agencies may enter into incentive agreements pledging to rebate a portion of sales taxes generated by new businesses locating to an area that designate the jurisdiction as the point of sale. Incentive agreements may also track and rebate a portion of Transient Occupancy tax revenues generated by the suppliers, customers, and employees of new businesses. Developers or

tenants can leverage such agreements to finance site or tenant improvements in private capital markets secured by anticipated tax rebates. Pursuant to Section 53083 of the California Government Code, jurisdictions providing economic development subsidies must specify in a public hearing the amount of the subsidy and the projected benefits prior to entering into an incentive agreement valued above \$100,000.

Development Standards

Each new development project will contribute to the North Downtown Specific plan implementation by meeting requirements regulating each project's land uses, height, density, bulk, parking requirements, on-site circulation, on-site open space, street frontage, and other features. New development projects can also be required to reimburse the City for the cost of development and administering the Specific Plan itself. These standards are adopted in the City's Zoning Ordinance and must be satisfied in order for a project to be approved.

CEQA Mitigations

As a requirement of approval, developers may be required to undertake a number of mitigation measures, such as off-site traffic mitigation as defined by the California Environmental Quality Act (CEQA). The Environmental Impact Report (EIR) for the North Downtown Specific Plan will identify the CEQA mitigations that will be required of new development within the Plan Area.

User and Enterprise Fees

User fees could be a potential source of funding for water, wastewater, and stormwater improvements. However, user fees in urbanized areas typically pay for ongoing operations and maintenance of existing facilities and may not be a major source of funding for improvements in the Specific Plan.

2 EXISTING CITY RESOURCES

In some cases, existing city resources may be used to fund certain North Downtown improvements.

General Fund

While not a primary funding source, the City's General Fund may be a useful source for short-term loans to be repaid by longer-term sources of capital.

Capital Improvement Program (CIP)

Infrastructure projects identified in the North Downtown Specific Plan – including the major capital improvement projects – are candidates for inclusion in the City's Capital Improvement Program, which is updated annually and includes a projection of ten years.

3 TAX INCREMENT FINANCING

Tax increment financing permits local agencies to finance infrastructure and other community improvements by issuing bonds secured by growth in an area's property tax revenues. Tax increment financing was approved by California voters in 1952 and later became a widely used tool of redevelopment agencies. Following the dissolution of Redevelopment in 2012, the State has bolstered alternative means of tax increment finance, through the approval of legislation that permits the creation of "Enhanced Infrastructure Finance Districts" (EIFDs), Infrastructure and Revitalization Districts (IRFDs) and Community Revitalization and Investment Authorities (CRIAs). CRIAs are specifically designed to assist economic disadvantaged areas and it is not believed that any portions of the NDSP are eligible for the formation of a CRIA. Therefore, the attributes of this tool are not detailed in this discussion of tools.

While not as robust as Redevelopment, all three alternative tools can serve as an important funding source for public facilities as well as other eligible projects. Once established, infrastructure finance districts and CRIAs are authorized to receive tax increment revenues from a defined area with the consent of affected taxing entities, excluding school districts. The financing capacity of the districts is driven by the portion of the base 1% tax levy that is dedicated to the district. It is an effective tool when either a sponsoring city receives a large share of the 1% property tax levy or if counties agree to contribute a portion of the county increment to the district. San Francisco has used these tools because, as both a county and a city, it receives approximately 65% of the base 1% property tax levy. The City of West Sacramento also receives a large share of the base 1% levy and has adopted an EIFD that covers much of the City. Other city tax revenues can be deposited into an EIFD, including property taxes in-lieu of motor vehicle license fees, Redevelopment Property Tax Transfer Funds (RPTTF), assessment district revenues, etc.

The primary objective of infrastructure finance districts is to finance capital projects of "community wide impact." Districts may include any area, including non-contiguous areas, within a sponsoring city or county.

4 STATE AND REGIONAL PROGRAMS

Federal, state, and regional grants, loans and incentive programs are valuable sources of gap financing and funding for local infrastructure and economic development projects. There are a number of programs to fund projects that improve sustainability: affordable housing, bicycle paths, in-fill housing, connectivity improvements, intensifying

development around public transit hubs, etc. Given the proximity to transit, the desire to provide affordable housing, the desire to make development more compact, and enhance opportunities for bicycle and pedestrian transit, the target NDSP projects are aligned with the objectives of these funding sources and should be quality candidates for funding.

Sample Grant Programs

- **Cap and Trade Funds – AHSC Program (Affordable Housing & Sustainable Communities).** These funds are administered by the strategic Growth Council and implemented through HCD. The goal of the funds is to incentivize the development of compact, transit-oriented affordable housing, transportation infrastructure and enhancements, and related programs that reduce greenhouse gas emissions.
- **One Bay Area Grant Program.** These funds are administered by the Metropolitan Transportation Commission (MTC). The funds are targeted to projects in Priority Development Areas (such as North Downtown) to support efforts for focused growth. Funds can be used for street/road maintenance, streetscape enhancements, bike & pedestrian improvements, safe routes to schools projects, and transportation planning.
- **PDA Technical Assistance and PDA Staffing Assistance.** The technical assistance and staffing grants are to be used to formulate funding strategies, identify financing mechanisms, develop parking policies, plan and implement transit connectivity, bike and pedestrian plans, etc. in support of approved Specific Plans in PDAs.

- **Funding from Contra Costa County Measures C & J.** These funds are administered by the Contra Costa Transportation Authority. A Strategic Plan is prepared approximately every two years and identifies individual projects to be funded over the next five to seven year period.
- **Infill Infrastructure Grant Program (IIG).** This program is administered by HCD. The primary goal is to promote infill housing development by funding infrastructure improvements that support higher density affordable and mixed-income housing in infill locations.
- **Active Transportation Program (ATP).** This program is administered by Caltrans. The purpose of the ATP is to encourage increased use of active modes of transportation, biking and walking. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA) and State Safe Routes to School into a single program with a focus to make California a national leader in active transportation.

Loan Programs

Loan programs provide local agencies and private partners with loan guarantees, access to tax exempt bond pools, or other forms of debt financing with favorable rates and terms. Commonly utilized loan programs include:

- **Clean Water State Revolving Fund Program.** This program is administered by the State Water Resources Control Board. It provides low cost financing for a wide variety of water quality projects.

- **State Infrastructure Bank Revolving Loan Program.** The State Infrastructure Bank Revolving Loan Fund provides favorable loans of up to \$25 million to local agencies to finance a range of infrastructure projects. Eligible projects include public facilities such as streets, water and waste water infrastructure, as well as private development assistance including the construction of industrial and commercial facilities and related infrastructure. Local agencies determine the revenue source for loan repayment. Applications are accepted on an ongoing basis.
- **Statewide Community Infrastructure Program.** The Statewide Community Infrastructure Program is a tax exempt financing pool administered by the California Statewide Communities Development Authority. Thirty-year, tax-exempt bonds issued by CSCDA are secured by special assessments or a special tax levy. Proceeds may be used to fund public facilities, advance impact fees payable to a local agency, or reimburse developers for the cost of public improvements. The SCIP achieves favorable interest rates by pooling smaller financings into a single bond issuance. SCIP can also assist local agencies in the establishment of special assessment or community facility districts. Any local agency that is a member of CSCDA is eligible to participate; applications are accepted on an ongoing basis.

POTENTIAL FUNDING SOURCES

Potential funding sources for water, stormwater, wastewater, reclaimed water, street, and public space capital improvements are shown in **Table 7.4** below.

TABLE 7.4: NORTH DOWNTOWN FUNDING SOURCES BY IMPROVEMENT TYPE

	Specific Plan Area Major Infrastructure Capital Improvements						On-Site Projects		
	Water System	Stormwater System	Wastewater Collection and Treatment	Reclaimed Water	Street and Public Spaces	Water, Stormwater, Wastewater, and Reclaimed Water Connections	Internal Streets and Open Space		
Developer / Property Owner/User Funds									
Assessment Districts					X				
Community Facility District (CFD)	X	X	X	X	X				X
Development Impact Fees	X	X	X		X				
Developer Credits and Reimbursements	X	X	X		X				
Development Agreements and Enhanced Entitlements	X	X	X	X	X		X		X
Economic Incentive Agreements	X	X	X	X	X		X		X
Development Standards					X		X		X
CEQA Mitigations	X	X	X	X	X		X		X
User and Enterprise Fees	X	X	X	X	X		X		X
City Funds									
General Fund	X	X	X	X	X		X		
CIP	X	X	X	X	X		X		
Tax Increment Financing (EIFD)	X	X	X	X	X		X		X
Federal and State Funds									
Cap and Trade Funds, One Bay Area Grant Program, TAP Program				X	X		X		
Infill Infrastructure Grant Program	X	X		X	X		X		X
Clean Water State Revolving Fund	X	X	X						
State Infrastructure Bank	X	X	X	X	X		X		X
Community Infrastructure Program	X	X	X	X	X		X		X