



# Locust Street / Mt. Diablo Boulevard Specific Plan

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CITY OF WALNUT CREEK

ADOPTED: JULY 20, 2010



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*ROMA Design Group*

*In association with:*

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# INTRODUCTION AND OVERVIEW

## Executive Summary

Over the past twenty-five years, Walnut Creek’s downtown has emerged as one of the Bay Area’s most successful retail destinations, ranking among the top 10 “Main Street” retail areas in the country, according to the International Council of Shopping Centers.<sup>1</sup> At the same time, the downtown is highly valued by Walnut Creek residents as the principal gathering place and social heart of the community. This dual role gives downtown Walnut Creek its unique identity and appeal. The diverse mix of local and national retailers, the friendly network of

pedestrian promenades, plazas and courtyards, and the pattern of older and newer buildings all contribute to the unique charm and authentic small town character of the downtown core.

The original downtown of Walnut Creek is concentrated north of Mt. Diablo Boulevard along Main and Locust Streets in a pattern typical of many California cities. One-, two- and three-story buildings of various periods, ranging from the 1870s to the 1950s and 1960s, line both streets, creating a diverse and eclectic fabric of store fronts, many operated by local retailers, restaurant owners, and entrepreneurs. In the early 1950s, the downtown expanded south of Mt. Diablo

<sup>1</sup> Colliers International Partnership <http://www.colliersparrish.com/html/index.asp?type=2&officeid=29&content=RO>

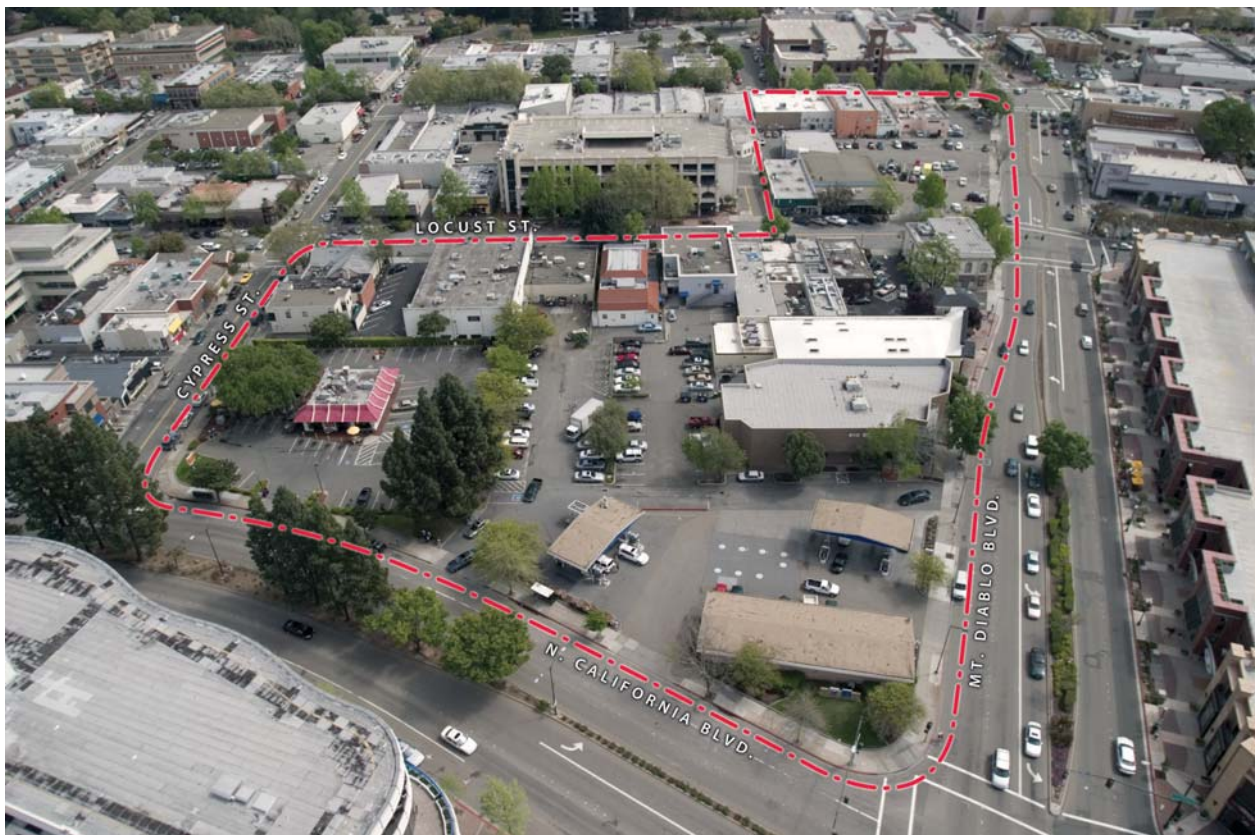


Figure 1: Specific Plan Area

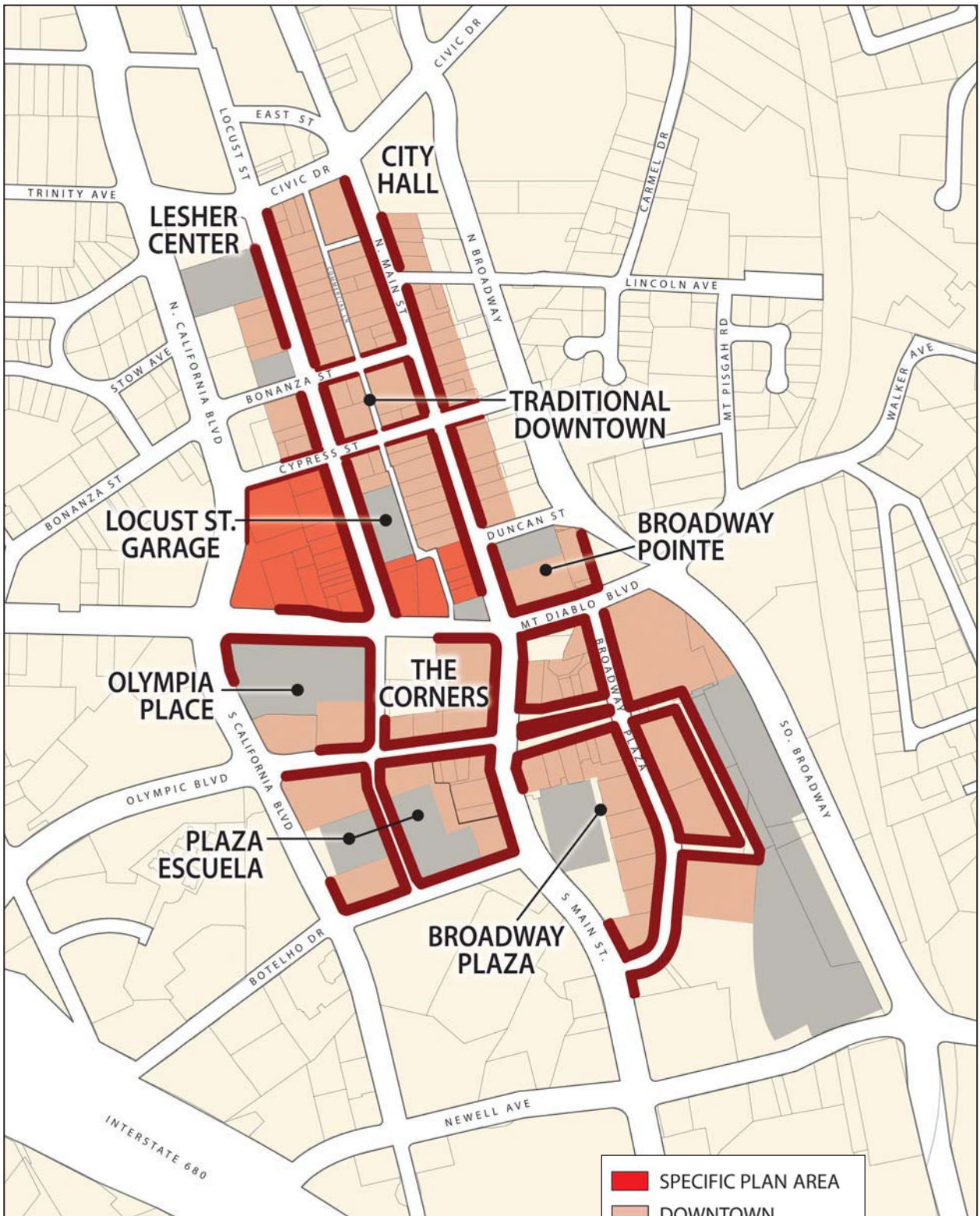


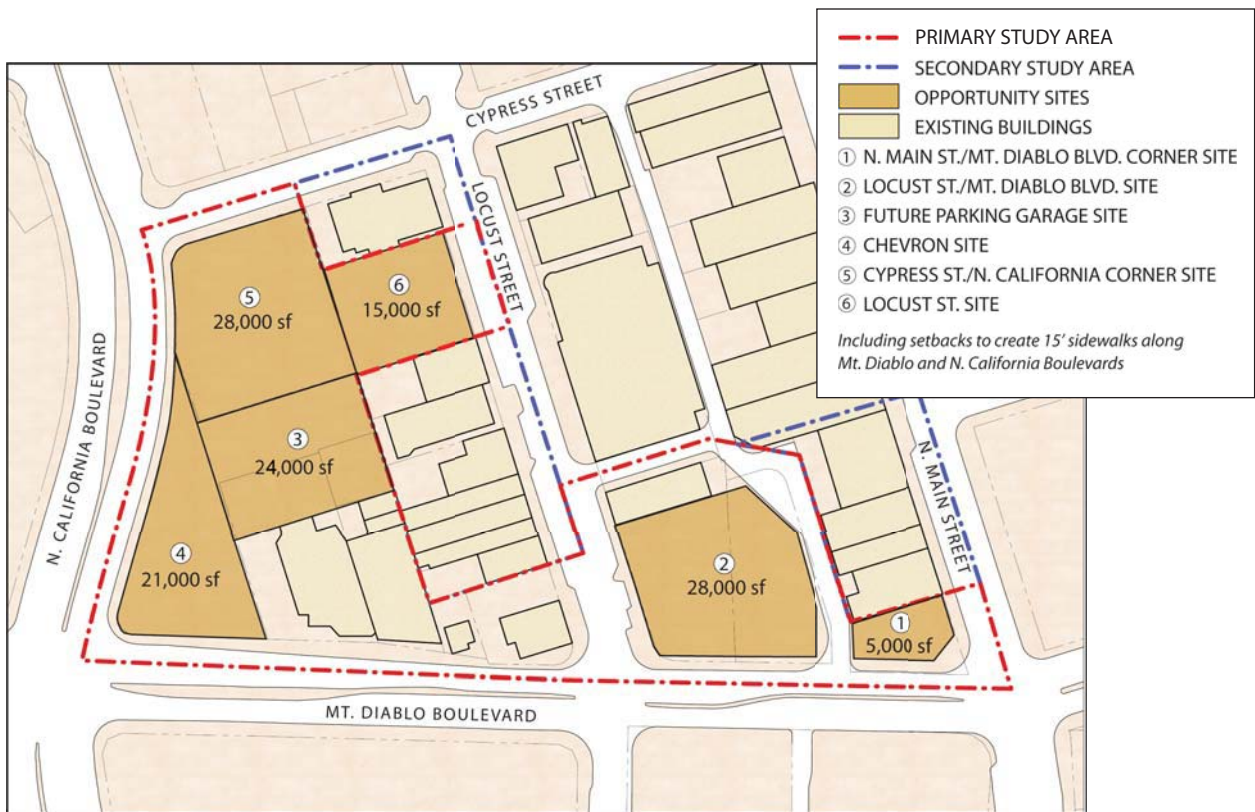
Figure 2: Specific Plan Area Existing Context



Boulevard with the development of Broadway Plaza. The development has continued with more recent retail and mixed use projects including Plaza Escuela, Olympia Place and The Corners development. This part of the downtown is characterized by larger increments of development, including department stores and a wide assortment of national retailers (Figure 2).

The Locust Street/Mt. Diablo Boulevard Specific Plan focuses on a key portion of the Traditional Downtown north of Mt. Diablo Boulevard, where several significant vacant and transitioning commercial properties offer opportunities for infill development (Figure 3). The purpose of the Specific

Plan is to guide new development in a way that builds upon, enhances and expands the existing pedestrian-oriented retail district, while preserving the diverse and eclectic character of the Traditional Downtown. General policies govern the overall plan area, encompassing 5.3 acres between N. California Boulevard and N. Main Street, while specific guidelines are established for six key opportunity sites that are most likely to change over the next few years. As such, the Specific Plan area is divided into two sub-areas: the Primary Study Area, which encompasses the opportunity sites, and the Secondary Study Area, where the existing buildings are generally compatible with the Traditional Downtown character and should be retained (Figure 3).



**Figure 3: Specific Plan Area and Opportunity Sites**



*The Specific Plan promotes streetscape improvements and development that enhance and extend the downtown's existing network of sidewalks, promenades, plazas, paseos and courtyards.*



The Specific Plan sets forth policies and guidelines that:

- Maintain and enhance the viability of downtown Walnut Creek as a local and regional retail destination.
- Shape the physical form and scale of potential future development on the six opportunity sites in a way that is compatible with the scale and character of the Traditional Downtown.
- Promote streetscape and open space improvements that enhance and extend the existing network of pedestrian-friendly sidewalks, promenades, plazas, paseos (pedestrian walkways) and courtyards.
- Encourage active ground-floor retail uses on Locust Street, N. Main Street and Mt. Diablo Boulevard, as well as other street frontages within the Specific Plan area.
- Encourage the redevelopment of Commercial Lane between the Duncan Arcade and Mt. Diablo Boulevard into a multi-purpose paseo that is used part-time as a service alley for adjacent businesses and part-time as a pedestrian walkway and retail frontage.
- Allow for upper-level uses — including office, retail, residential and hotel — that contribute to the life and vitality of the downtown without undermining the viability of ground-level retail uses.
- Provide for the expansion of the downtown's reserve of off-street parking in order to improve parking accessibility and enable properties to improve or redevelop modestly without the burden of on-site parking.

- Promote preservation of historic or locally important structures that contribute to the identity and character of the downtown.
- Encourage development patterns and building designs that promote energy and water efficiency, resource protection, reduced auto dependency and climate protection.

The Specific Plan has been informed by considerable public input as well as by analyses of the physical characteristics and market potential of alternative development concepts. As such, property owners may rely on it as a guide to what the community finds acceptable. The Specific Plan identifies amendments to other City regulations that would be needed to implement the vision of the plan. Many of the amendments to *General Plan 2025*, the Zoning Ordinance, the previous East Mt. Diablo Blvd. Specific Plan or the Mt. Diablo Redevelopment Project Plan that are necessary to implement this plan shall be adopted concurrently with the Specific Plan (see Implementation Plan).

The six opportunity sites within the Locust Street/Mt. Diablo Specific Plan total almost four acres. If each site were developed to the full potential outlined in the plan, the area could see the addition of up to:

- 136,000 square feet of new retail and restaurant space
- 46 housing units
- 93 hotel rooms
- 97,300 square feet of office space; and
- 799 new off-street parking spaces (335 spaces in a new parking garage)

## Planning Process

The Specific Plan was developed by City staff and consultants with the participation of the 13-member Locust Street/Mt. Diablo Boulevard Precise Plan Advisory Committee. The Committee was comprised of two City Council members, two Planning Commissioners, two Design Review Commissioners, property and business owners in the study area, interested citizens, and persons active in historic preservation and real estate. The Advisory Committee met seven times to outline objectives and policies for the planning area and to review alternative concepts for development of the opportunity sites. In addition, City staff and the consultants met with individuals and focus groups to discuss specific issues.

Preparation of the Specific Plan began with an identification of the community's objectives for the study area and opportunities and challenges facing the area. The consultants prepared sketches of alternative development scenarios and prepared urban design recommendations. Economic analysts evaluated the financial potential of the alternatives, and the various options were modified to insure that they represented achievable development concepts. Responding to comments from City staff and the Advisory Committee, the consultants reviewed and refined the development concepts. The initial planning work of the Advisory Committee was refined further to develop appropriate land uses, property development recommendations, design guidelines and public improvements. The Specific Plan provides illustrations of potential development scenarios that meet the objectives of this plan.

The Planning Commission, Design Review Commission, Transportation Commission and

City Council reviewed and provided comment on the Administrative Draft Specific Plan on the following dates: Design Review Commission (January 16, 2008); Transportation Commission (January 17, 2008); Planning Commission (February 21, 2008); and City Council (March 4, 2008). Stakeholders, including property owners and business owners in the Specific Plan area and other interested persons, also attended these meetings and provided comments on the Administrative Draft Specific Plan. Based on those comments, the Administrative Draft Specific Plan was revised and a Draft Environmental Impact Report (DEIR) was prepared. The formal public review process began with publication of the draft Specific Plan and DEIR. Public hearings by the City Commissions and City Council culminated in adoption of the Specific Plan on July 20, 2010.

## Goals and Objectives

The primary goal of the Specific Plan is to maintain and enhance Walnut Creek's vibrant downtown core as a lively and walkable Pedestrian Retail District. This goal is consistent with those expressed in *General Plan 2025*, which designates the study area as a Pedestrian Retail District and calls for new development to focus on retail and restaurant activities that expand the project area potential "to host arts and cultural events."

The Specific Plan seeks to complement the diverse character and smaller scale of the Traditional Downtown by encouraging compatible uses and buildings on the six opportunity sites and preservation and enhancement of the secondary area. The objectives of the Specific Plan are as follows:

## Land Use

### **Objective LU-1 – Link the North and South**

**Sides of Mt. Diablo Boulevard:** Create a stronger pedestrian and activity connection between the Traditional Downtown, the Broadway Plaza shopping area and the retail district south of Mt. Diablo Boulevard by infilling underutilized sites along N. Main Street, Locust Street and N. California Boulevard with compatible retail frontage and by introducing public amenities such as plazas and appropriate upper-floor uses. Enhance pedestrian crossing locations at Mt. Diablo Boulevard to reduce the barrier effect of this large street.

### **Objective LU-2 – Infill Development**

**Opportunities:** Provide opportunities for infill development that are both financially feasible and respectful of the smaller scale and character of the shops and buildings in the Traditional Downtown.

### **Objective LU-3 – Heart of the Community:**

Enhance the downtown as the ‘heart’ of the community and as a venue for urban recreation and relaxation for residents of all ages.

### **Objective LU-4 – Retail and International**

**Dining Mecca:** Promote and reinforce the Specific Plan area and the Traditional Downtown as a vibrant retail and international dining destination.

### **Objective LU-5 – Pedestrian Orientation:**

Require street-level uses, including outdoor dining and cafés, that will provide activity and visual interest at the sidewalk level. Minimize blank walls, parking and other inactive uses that discourage pedestrian activity. Facilitate the development of new publicly accessible

restrooms in the plan area that are open, visible and welcoming.

### **Objective LU-6 – Upper Level Mixed Use:**

Promote upper-level uses, including retail, restaurants, office, hotel and limited residential, that enliven and complement the downtown as a retail destination.

**Objective LU-7 – Town Scale:** Preserve and enhance the character of the Traditional Downtown, which is associated with smaller parcels, a diversity of architectural styles, a strong pedestrian orientation and appropriate building articulation.

### **Objective LU-8 – Sidewalks, Crosswalks, Paseos**

**and Setbacks:** Enhance pedestrian accessibility and safety through completion of new mid-block walkways, conversion of Commercial Lane (from Duncan Arcade to Mt. Diablo Boulevard) to a multi-purpose paseo, and provision of appropriate sidewalk dimensions and building setbacks within the Specific Plan area.

**Objective LU-9 – Preservation:** Provide for the preservation and/or rehabilitation of historic or locally important structures throughout the Specific Plan area.

**Objective LU-10 – Downtown Hotel:** Facilitate the potential for development of a small hotel within the Specific Plan area to continue the expansion of the Traditional Downtown as an arts and cultural destination and to enhance economic vitality in the Core Area.

**Objective LU-11 – Sustainability:** Encourage zero-energy building design and full use of rooftops. Promote development patterns that reduce auto dependency and foster energy conservation and resource protection.



**Objective LU-12 – Mt. Diablo Boulevard**

**Gateway:** Establish the corner of Mt. Diablo Boulevard and California Boulevard as the principal gateway into the downtown Pedestrian Retail District.

**Circulation**

**Objective CIRC-1 – Pedestrian Network:**

Expand and reinforce a pedestrian-scaled network of paseos, plazas and courtyards in the Specific Plan area.

**Objective CIRC-2 – Public Parking:** Augment the supply of off-street garage parking north of Mt. Diablo Boulevard to improve the ease of public parking, to encourage visitors to “park once and walk,” to support existing and future retail uses in the Traditional Downtown, to intercept traffic entering the downtown, and to allow properties in the Specific Plan area to improve or redevelop modestly, if appropriate, without the burden of on-site parking.

**Objective CIRC - 3 - Commercial Lane**

**Enhancements:** Encourage the redevelopment of Commercial Lane between the Duncan Arcade and Mt. Diablo Boulevard into a multi-purpose paseo. Improve Commercial Lane to provide more efficient service vehicle access to existing and future businesses.

**Objective CIRC-4 – Service Access:** Provide access to parking and services from alleys, whenever possible, to minimize interruptions of the sidewalk and to maintain the continuity of retail frontage.

**Scope of the Specific Plan**

The Specific Plan builds on the policies within *General Plan 2025* and the City of Walnut Creek Zoning Ordinance. Where existing regulations could inhibit the realization of the Specific Plan’s objectives, the plan recommends appropriate incentives, including modification of existing development regulations. The major incentive that is available to all opportunity sites is the City’s initiative in preparation of an Environmental Impact Report, which will reduce the time and the cost of future development applications. Other incentives include building height and floor area ratio increases, provision of in-lieu parking opportunities and amendment of the Zoning Ordinance to support redevelopment that is consistent with the Specific Plan objectives.

A major component of the Specific Plan is the construction of a new parking garage within the block bounded by Mt. Diablo Boulevard, N. California Boulevard, Cypress Street and Locust Street. If pursued, this would likely be a City-initiated project or a public/private partnership. Redevelopment of the other opportunity sites would be initiated by the private sector.

The Plan also identifies amendments to existing City regulations (*General Plan 2025*, Zoning Ordinance, East Mt. Diablo Blvd. Specific Plan, and the Redevelopment Plan for the Mt. Diablo Redevelopment Project) that are necessary to achieve the objectives of the Plan. Several of these amendments to *General Plan 2025* were adopted concurrently with the adoption of the Specific Plan. These amendments are listed in the Implementation chapter of the Specific Plan.

# EXISTING CONDITIONS

## Planning Policy

The Specific Plan builds on existing plans and policies that apply to the study area, including:

- *Walnut Creek General Plan 2025*, adopted April 4, 2006
- *City of Walnut Creek Zoning Ordinance and Measure A Height Limitation*, current edition
- *East Mt. Diablo Boulevard Specific Plan*, adopted August 6, 1996
- *Redevelopment Plan, Mt. Diablo Redevelopment Project*, adopted December 16, 1974, amended April 20, 1982

## General Plan 2025

*General Plan 2025* designates a Core Area, a Pedestrian Retail District and a Traditional Downtown. The Core Area represents the location where most future growth is anticipated in the City over the next 10-15 years. The Pedestrian Retail District, located within the Core Area, encompasses the highest concentration of retail development in the City. Increased pedestrian activity is desired in this district. Centralized parking in structures is encouraged, and the focus is on ground-floor retail uses. The maximum allowable floor area

ratio ranges from 0.75 to 2.0.<sup>2</sup> The Traditional Downtown area is located within the Pedestrian Retail District. Policies for the Traditional Downtown area strive to preserve and enhance the existing and unique character of this part of the City. The Specific Plan study area falls entirely within the Pedestrian Retail District and partially within the Traditional Downtown.

In general, this Specific Plan recommends future site development alternatives that are compatible with the broader policy direction of *General Plan 2025*. However, Alternative B for Opportunity Site 4, which is the Chevron gas station site, would allow redevelopment and reinvestment in a portion of the existing gas station site, to facilitate the new parking garage shown on Opportunity Site 3. Although the existing Chevron station is a long-standing use in this location, it is not currently permitted in the Pedestrian Retail land use designation of the General Plan. Therefore, implementation of Opportunity Site 4 - Alternative B would require the amendment of *General Plan 2025*.

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<sup>2</sup> As per the Walnut Creek General Plan 2025 Glossary: Floor Area Ratio (FAR): The ratio of developed gross floor area to net lot area, both expressed in square feet. (WCMC, §10-2.1.303, No. 63.) (Note: FAR is determined by taking the gross floor area permitted on a site and dividing by the total net area of the site, and expressing the result as a decimal to one or two places... (O)n a site with 10,000 net sf. of land area, a Floor Area Ratio of 1.0 would allow a maximum of 10,000 gross sf. of floor area to be built. A FAR of 0.5 would allow only 5,000 sf. FAR is typically applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use area or zoning district.)

## Sites in the Specific Plan



Truck access along Commercial Lane



Service and parking along Commercial Lane



McDonald's restaurant from N. California Boulevard



Locust Street Retail



Dole House on Mt. Diablo Boulevard



Existing Building at Opportunity Site 2

*The Specific Plan Area, located in the Traditional Downtown, is characterized by automobile-oriented uses mixed with small shops and restaurants along Locust and Main Streets.*



## Zoning Ordinance

The Specific Plan study area is zoned Pedestrian Retail District (P-R). Covering the most intensely developed area of downtown, this zone is intended to provide a concentration of retail that serves both local residents and promotes Walnut Creek as a regional destination. In this zone, centralized parking is encouraged; multi-story buildings are permitted; ground floors must be primarily retail; and retail, office and residential uses are permitted on upper levels. The Zoning Ordinance currently limits height in the Plan study area to 35 feet along the street front and 50 feet on additional building floors that are set back by 10-15 feet from the street frontage.

Similar to the discussion above regarding existing General Plan policies, the expansion or enhancement of the existing Chevron gas station site is not permitted in the Pedestrian Retail Zoning District. Therefore, amendment of the zoning on this site would be needed to accommodate Alternative B on Opportunity Site 4.

## Measure A

In 1985, Walnut Creek residents voted to adopt Measure A, the Building Height Freeze Initiative, restricting the heights of all future buildings to the height limit allowed under the then-current zoning. In addition, Measure A put a ceiling on the maximum height for any structure built in Walnut Creek as the lesser of six stories or 89 feet. Any increase to the Measure A height limitation would require a vote of the residents. The parcels within the plan study area fall within the 35/50 height zone,



**Core Area Height Limits (from General Plan 2025)**  
Step-back above 35 feet required to maximum height of 50 feet.



**Measure A Height Limits**  
\*89 feet or 6 stories, whichever is less



**Figure 4: Height Limits as of July 20, 2010 (Specific Plan Adoption)**

except for the McDonald's restaurant site and the proposed new garage site, which are limited to the lesser of six stories or 89 feet by Measure A (Figure 4).

### **East Mt. Diablo Boulevard Specific Plan**

Adopted in 1996, the East Mt. Diablo Specific Plan outlines policies for three sites in the Pedestrian Retail District, including the Locust Street/Mt. Diablo Boulevard corner site. In each of the 1996 Specific Plan options for the Locust Street/Mt. Diablo Boulevard corner site, three of the parcels — Mark Morris Tire, Walnut Creek Automotive and the Retail/Post Office building — must be assembled to allow new development.

According to the East Mt. Diablo Boulevard Specific Plan, this site should be developed with retail, restaurant or structured parking. This Plan encourages design that increases interest and diversity along the street and generates pedestrian activity. Design standards include a minimum setback to strengthen the street front and entrances as well as upper-level setbacks and corner treatments.

The policies, provisions and guidelines of the Locust Street/Mt. Diablo Boulevard Specific Plan (adopted July 20, 2010) supersede the 1996 East Mt. Diablo Boulevard Specific Plan for the Locust Street/Mt. Diablo Boulevard corner site.

### **Redevelopment Plan, Mt. Diablo Redevelopment Project**

The Specific Plan study area also falls within the Mt. Diablo Redevelopment Project Area. The redevelopment plan was adopted in 1974 to

eliminate the sale and service of automobiles and was amended in 1982 to limit land use to retail, offices, residential (including hotels) and parking.

The original Redevelopment Plan and its policies are still in effect. As noted earlier, most of the Specific Plan recommendations and opportunity site alternatives are compatible with the policies of the Redevelopment Plan. However, Alternative B for the Chevron gas station would allow redevelopment and reinvestment in a portion of the existing gas station site to facilitate the new parking garage. Auto-oriented uses such as the existing Chevron station are not currently permitted within the Redevelopment Plan. Therefore, implementation of the Specific Plan will require the amendment of the Redevelopment Plan to accommodate Opportunity Site 4 - Alternative B.

## **Existing Conditions**

### **Land Use**

The Specific Plan planning area comprises 5.3 acres of land located between Mt. Diablo Boulevard, N. California Boulevard, Cypress Street and N. Main Street in Walnut Creek's Traditional Downtown (Figure 3). The area includes small-scaled retail and commercial buildings oriented to N. Main and Locust Streets, as well as some service commercial and automotive uses along Mt. Diablo Boulevard, the historic highway entry into the downtown. The South Locust Parking Structure, a City-owned facility with 230 public parking spaces, is also situated in the heart of the district. The Specific Plan area is divided into primary and secondary study areas.



## Primary Study Area

The 3.87-acre Primary Study Area includes 12 lots within the area bounded by Cypress Street to the north, N. Main Street to the east, Mt. Diablo Boulevard to the south, and N. California Boulevard to the west. Current land uses include retail, office, automotive uses, restaurants and parking. Specifically, there is a maternity wear store, a now-vacant home décor store, a sporting goods store, a fast food restaurant, a Mexican restaurant, a post office, a now-vacant real estate office, a gas station, an automotive services provider and a public parking lot. Three buildings that may have local (but not State or Federal level) historic significance – the Sherburne Store, Masonic Temple and Dole House – are located in the Primary Study Area. Because of previous downtown projects, some lots or structures are set back from the predominant right-of-way line. Building fronts are not continuous, with some buildings abutting the sidewalk and others set behind open areas or parking lots.

Within the Primary Study Area of the Specific Plan, there are several underutilized or vacant properties that are poised to change in the next few years. These opportunity sites are characterized by uses that are either outmoded or are not commensurate with their underlying land values.

1. **Northwest Corner of N. Main/Mt. Diablo Boulevard:** A 0.18-acre site (including portions of the adjacent sidewalk and street) owned by the City of Walnut Creek. The site is currently used as a metered public parking lot with 15 spaces.
2. **Northeast Corner of Locust/Mt. Diablo Boulevard:** A 0.75-acre area that includes two properties — the former Mark Morris Tire parcel (0.36 acre) and the Walnut Creek Automotive service facility (0.39 acre). The 1996 E. Mt. Diablo Boulevard Specific Plan required that an additional site (Post Office building at 1320 Locust Street) be assembled with the larger two sites before redevelopment could occur. This assemblage requirement for the Post Office building was modified with the adoption of the Specific Plan.
3. **Chevron, Big-5 and adjacent Surface Parking Lot Sites:** A 1.02-acre site at the center of the block between N. California Boulevard and Locust Street, currently occupied by surface parking lots, owned by Chevron, Big-5 Sporting Goods site owners, and Dwulet Trust. The properties include access easements that provide service and pedestrian access to other uses along Mt. Diablo Boulevard and Locust Street.
4. **Chevron Site:** A 0.47-acre site remaining after deducting a portion of Site 3 from the Chevron-owned parcel. It is currently occupied by the service station's pumps, cashier stations and auto-repair bays.
5. **Southeast Corner of Cypress Street and N. California Boulevard:** A 0.67-acre site currently occupied by McDonald's restaurant, including 50 surface parking spaces.
6. **Locust Site on Locust Street:** A 0.34-acre property encompassing the two-story Cralyn Building (occupied by a home goods store — Kitchen Table — and offices) and a surface parking lot with 20 spaces. Although this

parcel was originally designated as part of the Secondary Study Area, the site was included as an opportunity site because of the possibility of redevelopment and plans for a future public paseo on one side of the site.

### **Secondary Study Area**

The 1.41-acre Secondary Study Area comprises 12 lots and a public paseo fronting on N. Main and Locust Streets. The lots are part of the Traditional Downtown, typified by smaller lots on narrow, pedestrian-oriented streets. The eight lots located on the west side of Locust Street house restaurants, food shops, a bar and retail shops. The four lots on the west side of N. Main Street include retail stores and restaurants, including a structure (La Fogata restaurant) that may have local historic significance. The Specific Plan Advisory Committee recommended preserving the La Fogata restaurant building on Main Street because of its potential for local historical significance. The Duncan Arcade was added to the Secondary Study Area by the Advisory Committee during the planning process because of a desire to preserve and improve the public pedestrian circulation through the site.

The existing buildings within the Secondary Study Area are intended to be preserved at much the same scale and size as currently exists. The generally small parcel size and lack of aggregation may encourage smaller, more local tenants to choose these locations, rather than national retailers, which tend to prefer larger building floor plates. Exterior façade renovations will still require Design Review approval to preserve the character of the Traditional Downtown.

### **Environs**

The Specific Plan area is surrounded by retail shops, restaurants, office buildings and structured parking garages. The Broadway Pointe development, on the adjacent block across Main Street to the east, contains two large home furnishing stores, a coffee shop, a restaurant, a clothing store, a kitchen and cooking supply store and a bank. To the north along Locust and N. Main Streets are small retail shops and restaurants. A large office complex is located to the west of the Specific Plan area across N. California Boulevard. To the south there are a variety of large retail establishments, including the Olympia Place development that houses shops, restaurants, home furnishing stores and a 14-screen movie theater. Broadway Plaza, a regional outdoor shopping area, is located southeast of the project across Mt. Diablo Boulevard and Main Street. Broadway Plaza includes two major department stores (a third department store will begin construction in 2010) and over 90 specialty shops and restaurants. Three publicly owned parking structures serve the area: The South Locust Parking Structure in the heart of the Specific Plan area, the Broadway Parking Structure one block east and the North Locust Parking Structure two blocks north. Additional privately owned but publicly accessible structures are also located close to the Specific Plan study area.

## History

The Specific Plan area encompasses the location of Walnut Creek’s first settlement. After the Mexican Revolution in 1821, land was distributed to war heroes in four massive land grants centered on the intersection of the Diablo Valley’s major north-south route and the road to Oakland. In 1848, a nascent village emerged in the place where the four Mexican land grants met. The village became known simply as “The Corners” — so named because it was the crossing of the two dirt roads leading north to Pacheco and west to Oakland. In 1862, a U.S. Post Office was established in the village, which was then named Walnut Creek.

As transportation connections to San Francisco improved, the small outpost became first an

important agricultural center, then a classic postwar suburb and, in the last few decades, a vibrant city. The fertile soil of Walnut Creek produced wheat to feed the Gold Rush workers. By the end of the 1800s, farmers were interested in more profitable products like fruits and nuts. For this they would need a rail connection for distribution. In 1891, Southern Pacific Railroad was convinced to bring rail to Walnut Creek. A commuter line to Oakland followed in 1909. The curve of California Street follows a former track bed. As subdivisions were platted and new settlers arrived, the City incorporated in 1914. With the construction of the Caldecott Tunnel and the Bay Bridge in the 1930s, Walnut Creek was within commuting distance of San Francisco. After World War II ended, the City’s population quadrupled in 10 years. With the opening of the Broadway Plaza open-air mall in

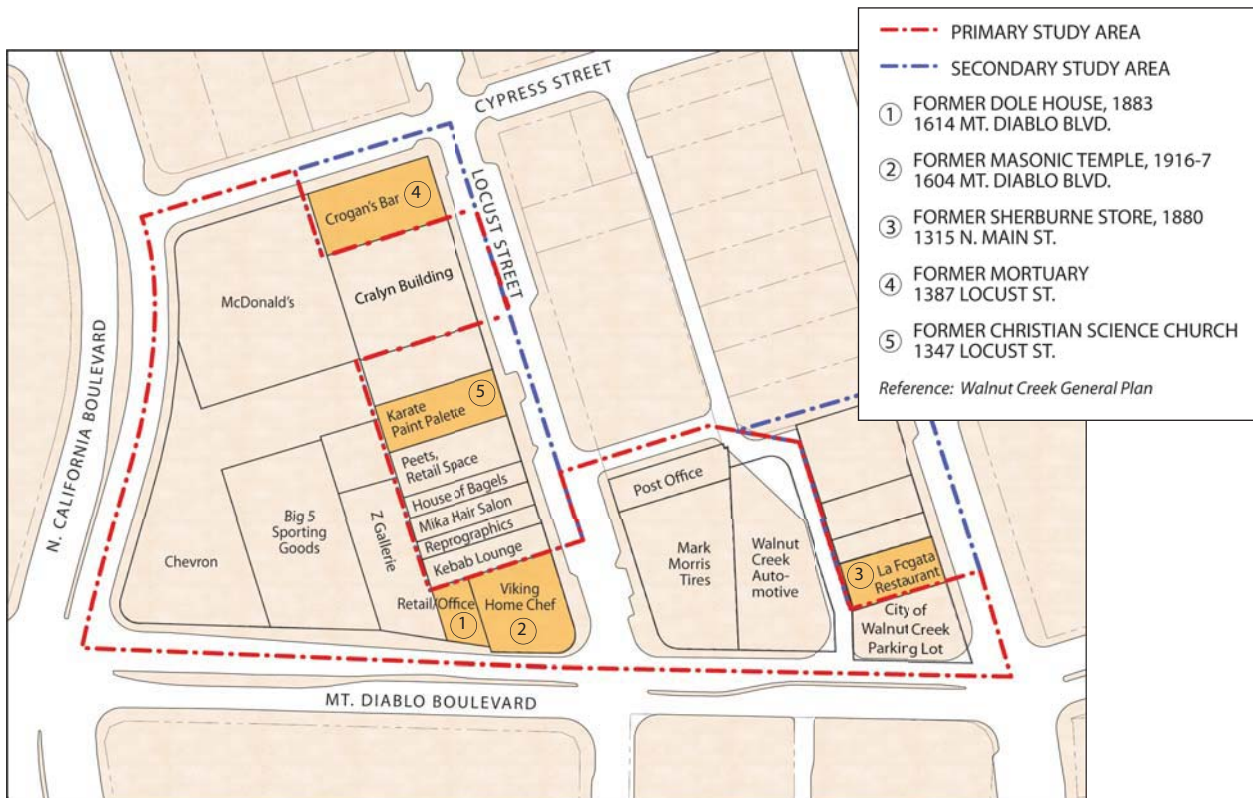


Figure 5: Existing Uses and Historic Resources





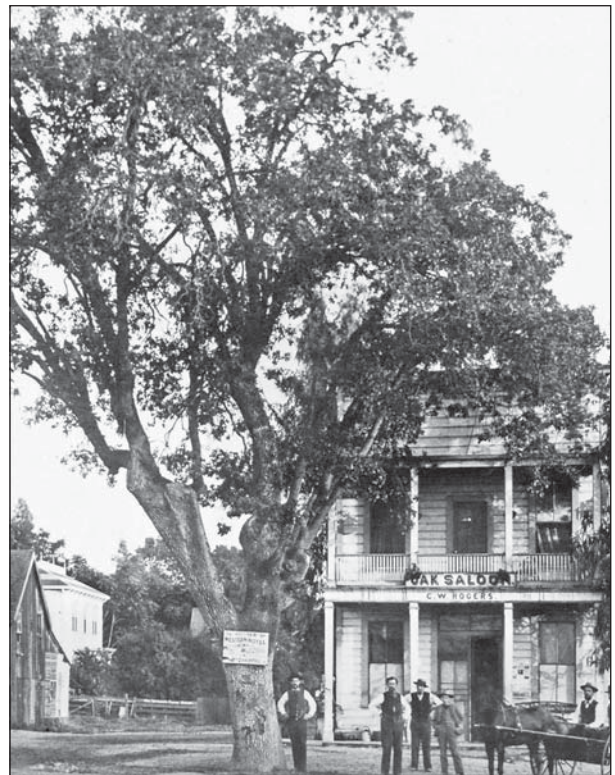
"The Corners," 1947



Main Street and Mt. Diablo Blvd., 1911



July 4th Celebration, 1917



"The Corners," 1881



Main and Cypress Streets, 1951



Sherburne Store, 1881 (now La Fogata Restaurant)

1951, agriculture began to give way to retail. In 1973, a BART station was constructed, spurring growth in office space. Today Walnut Creek is a slowly growing city with a regional retail and office draw.<sup>3</sup>

### Potential Historic Resources

*General Plan 2025* lists five potentially significant historic resources within the Specific Plan area, including two buildings located within the Primary Study Area (Figure 5).

- Masonic Temple building at 1604 Mt. Diablo Boulevard
- Dole House at 1614 Mt. Diablo Boulevard

Three additional properties located in the Secondary Study Area also have potential historic value.

- Sherburne Store at 1315 N. Main Street (currently La Fogata Mexican Bar and Grill)
- Former mortuary and home at 1387 Locust Street (currently Crogan's)
- Christian Science Church at 1347 Locust Street

Historic preservation consultants, Page & Turnbull, evaluated the Masonic Temple building, the Dole House and the Sherburne Store. They determined that each of the three buildings satisfied at least one of the four criteria necessary for listing in the California

Register of Historical Resources, but that none had sufficient historic integrity to be listed in the California or Federal Register. Page & Turnbull's complete report is incorporated into the Existing Conditions and Environmental Setting chapters of the accompanying environmental impact report.

*General Plan 2025* calls for the future development of an historic resources inventory, an historic preservation plan and supporting ordinances. Until an historical inventory is completed, proposed development projects that would involve buildings constructed prior to 1946 require evaluation for environmental significance by a qualified architectural historian to ensure important historic resources are protected.

### Market Conditions

Historically, the City of Walnut Creek has benefitted from a diverse and healthy economy as indicated by job growth, diverse job sectors, key high wage sectors (e.g., health care, technology, and finance/insurance/real estate) and numerous small businesses. A highly educated population contributes to the City's ability to attract and retain jobs. Despite the general downturn in the national and regional economy, Walnut Creek has maintained relatively low unemployment rates and high income levels. In 2008, Walnut Creek had 1.5 jobs for every working resident, which was double the ratio of the county. Walnut Creek serves as an employment center for the region, drawing close to 50,000 commuters daily.

<sup>3</sup> Rovnpera, Brad. 150 years in Pictures: An Illustrated History of Walnut Creek. Heritage Media, 1999.



## Downtown Retail Market

Retail is one of the City's core economic sectors, generating more than double the county's per capita retail sales in 2005. Walnut Creek's per capita retail sales rank among the highest of other retail destinations, such as Palo Alto, San Jose, San Francisco and Emeryville. The downtown's success is closely linked to the economic strength of the City, which is centrally located within a relatively fast growing and affluent region that has an historically strong and diverse job base. These factors have helped the downtown area attract both one-of-a-kind specialty retailers as well as national-brand,



*Walnut Creek has established itself as a vital retail destination in the region.*

destination retail tenants and will continue to provide spillover benefits to other land uses in the area.

Broadway Plaza, with over 720,000 square feet of leasable area and more than 90 tenants, serves as an anchor for the downtown retail area. Over 500,000 square feet of additional retail stores surround Broadway Plaza. These businesses are currently performing fairly well, as indicated by generally low vacancy rates, relatively high lease rates, and high sale performance compared to the rest of the City. For example, Broadway Plaza is 99 percent occupied with high monthly lease rates. These rates are higher than those of the older retail stores in the Specific Plan study area, which typically command significantly lower lease rates per square foot.

## Downtown Office Market

There are three million square feet of office space in the core downtown area. Despite an overall downturn in the office market in the Bay Area, downtown Walnut Creek office buildings have much lower vacancy rates and generally higher rents than many other parts of the City and Contra Costa County and relatively lower vacancy rates for the Bay Area.

## Downtown Residential Market

Until about 2008, with the onset of the national economic recession, the housing market had been robust in the downtown area, as indicated by rising home prices and strong sales activities. In the downtown zip code area (94596), close to 860 homes were sold in 2003, a 23 percent increase from the previous year and significantly higher than the average citywide increase of

15 percent. In addition, the City’s pipeline of projects under construction or approved suggests that there will continue to be a demand for higher density residential development in the area, which should increase greatly when the economic conditions improve. Since 2007-2008, the overall housing market has slowed, which affects Walnut Creek’s downtown residential market as well.

### Specific Plan Area

In contrast to the new retail developments on the south side of Mt. Diablo Boulevard and on the east side of N. Main Street, the study area has some of the last remaining older commercial buildings in downtown Walnut Creek. The Specific Plan study area is primarily characterized by service retail (such as restaurants), specialty retail (such as furniture stores) and some local offices. Among the tenants are national retailers such as Big 5 Sporting Goods and McDonald’s. There are approximately 15,000 square feet of office space, 48,000 square feet of service retail and 35,000 square feet of specialty retail space. Approximately 50 tenants currently occupy these commercial spaces. The retail stores vary in size, ranging from 755 to 8,884 square feet.

Most of the buildings in the Specific Plan area are leased to active businesses that have had historically good performance. If the existing uses in the area are economically healthy, future redevelopment depends on increased market demand for new uses compared to those that currently exist and will require new uses that command values sufficient to induce private redevelopment.

### Opportunities and Challenges

The Advisory Committee identified the following opportunities and challenges for the Specific Plan to address.

**Real Estate Market:** The retail district south of Mt. Diablo Boulevard has been very successful but is largely developed, so new opportunities may be limited. Brokers representing major retailers continue to look for new sites in the Specific Plan area and surrounding blocks. There have also been inquiries about establishing a small hotel in the area. There have not been any



*Recent multi-family and mixed-use residential projects are contributing to the diversity and liveliness of the downtown.*

proposals for residential mixed use developments, possibly because of the existing floor area ratio and height limits, but such development could prove feasible given future strength in the residential market. Moreover, residential-over-retail development could offer a product type that is currently not widely available in Walnut Creek.

**Location:** The study area has a highly visible and heavily trafficked location directly between the intensely developed commercial area south of Mt. Diablo Boulevard and the Traditional Downtown to the north.

**Views:** Views eastward to Mt. Diablo and its foothills establish a distinctive sense of place and should be preserved. Most existing views are from the public sidewalks and public streets, particularly along portions of Mt. Diablo Boulevard.

**Underutilized Sites:** Large portions of the study area are occupied by open parking lots and auto-oriented uses that create large gaps in the retail frontage (gas station, former tire sales store, auto repair, fast-food surrounded by parking). As continuity is critical to the success of pedestrian-oriented retail, redevelopment of these sites could fill the gaps with active street-level uses and add other uses on upper stories that add to the life of the street.

**Easements:** On the west block, several of the properties fronting Mt. Diablo Boulevard and Locust Street have parking and service access via easements on the Chevron property (e.g., Big 5 Sporting Goods, Peet's Coffee & Tea, Paint Palette). If the Chevron station were to be redeveloped, the easements could be organized,

possibly with some form of common and expanded public parking serving both current and new uses. Similarly, the parking lot at the Cralyn Building (1373-75 Locust Street) enters from Locust Street and exits via an easement on 1387 Locust Street (Crogan's Bar & Grill). Providing alternative access to 1373-75 Locust Street would eliminate a driveway and a gap in the Locust Street retail frontage.

**Land and Ownership Configuration:** Irregularly configured parcels and fragmented ownership patterns could complicate redevelopment and make on-site parking difficult to accomplish. The existing lots in the Primary Study Area on the east side of Locust Street are particularly problematic in this regard.

**Mt. Diablo Boulevard, Locust Street and N.**

**Main Street:** Significant high-speed traffic in the downtown both impedes pedestrian movement across Mt. Diablo Boulevard and limits urban design options on Locust and N. Main Streets. With four lanes of heavy, fast-moving traffic, a narrow median, a wide crossing, and a short pedestrian signal, Mt. Diablo Boulevard is intimidating for pedestrians to navigate. Moderately heavy traffic paired with on-street parking limits opportunities for street narrowing or closure on both Locust and N. Main Streets.

**Parking:** Although there is a large supply of public parking in or near the study area, including the North Locust Parking Structure at the Dean Leshner Regional Center for the Arts (664 spaces), Broadway Parking Structure (464 spaces), South Locust Parking Structure (230 spaces), Broadway Pointe Garage (250 spaces) and Olympia Place Garage (600 spaces),





*The shortage of available public parking could act as a disincentive for the redevelopment of smaller parcels and retard the full retail potential of the downtown. Above: South Locust Parking Structure with ground floor shops.*

the spaces are largely assigned to existing uses. The unavailability of additional public parking combined with on-site parking requirements may act as a disincentive for the improvement or redevelopment of smaller parcels and retard the full retail potential of the downtown. In order to maintain small parcel sizes or encourage appropriate redevelopment of the opportunity sites, it may be necessary to consider additional public or shared parking to meet on-site parking requirements.

**Commercial Lane:** Commercial Lane provides service access to most of the lots fronting Locust Street and N. Main Street; however, a dog leg (sharp curve) on the north side of Walnut Creek Automotive is too sharp for larger trucks to navigate. With the redevelopment of this property, there is an opportunity to ease the dog leg to allow truck access and enable the existing sites to remain largely intact.

**Land Values:** If the existing uses in the project area are economically healthy, proposed new uses must command higher land values than existing uses in order for redevelopment to occur without subsidy. Only if proposed uses yield higher residual land values than existing uses will landowners have an incentive to create higher-intensity and more valuable structures on their properties.

**Mixed Use Development:** Highly desirable, mixed use developments present a number of challenges, including design, building codes, circulation and parking. Some developers are not comfortable with true mixed use development (as opposed to residential development with a nominal amount of retail), and financial institutions are sometimes resistant to incorporating mixed use projects into their single-use portfolios.

**Affordable Housing:** Multi-story mixed use development is generally more expensive to construct than low-rise single-use housing, but may not yield higher prices or rents. The City's inclusionary housing policies, designed to provide some affordable units, may therefore impose a greater financial burden and could make residential development more difficult.

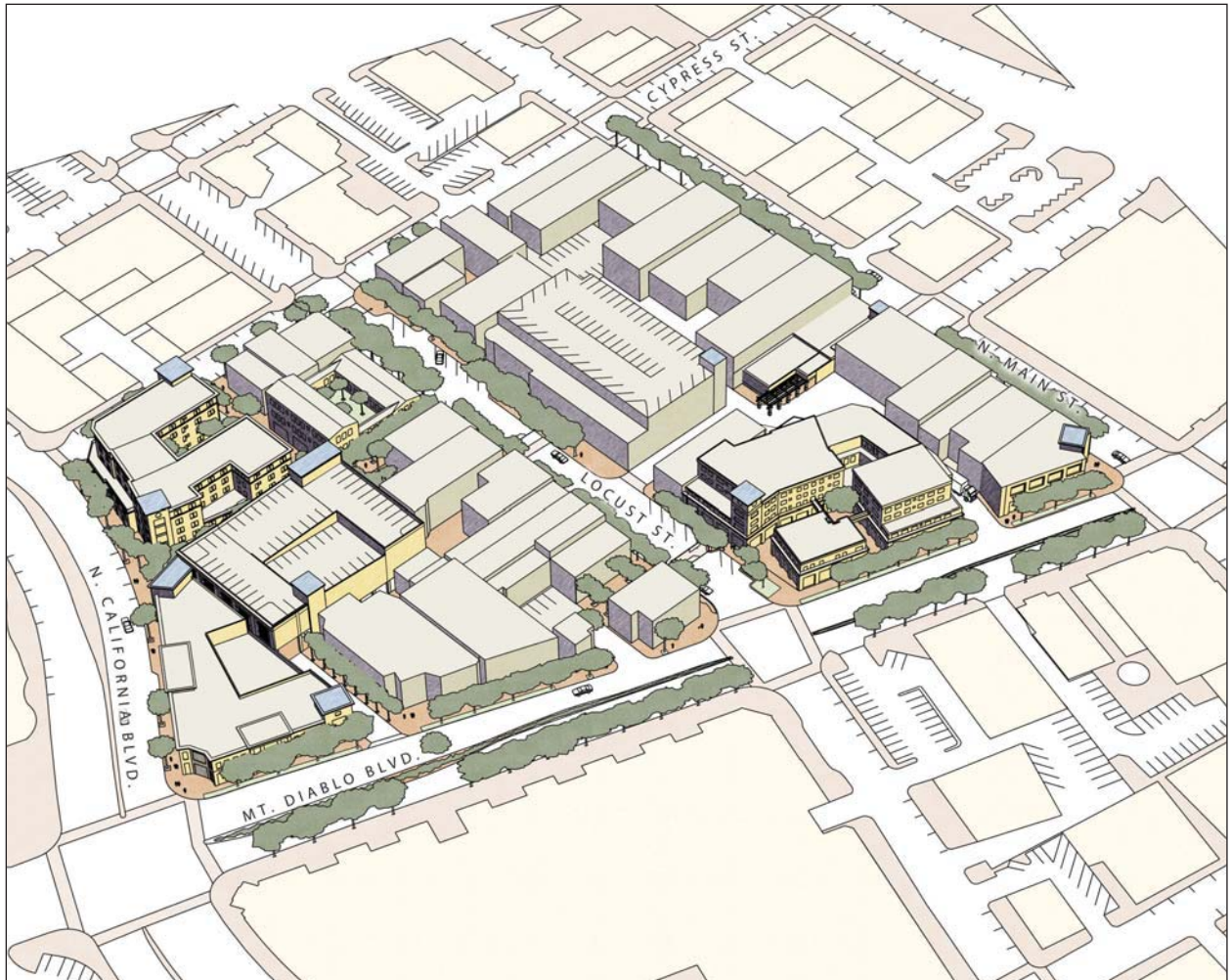


Figure 6: Illustrative Concept: Bird's Eye View



## LAND USE AND URBAN DESIGN

The Specific Plan maintains the existing land use designations set forth in *General Plan 2025* and the Zoning Ordinance, with the one exception of the Chevron gas station site at the corner of Mt. Diablo and N. California Boulevards under Alternative B. The existing Pedestrian Retail designation is retained for all other properties in the study area. While no significant land use changes are otherwise proposed from the existing zoning or General Plan designations, the Specific Plan provides additional direction and specific policies for the configuration of development, including the orientation and treatment of particular land uses such as ground-level retail and the massing and architectural character of new development. In addition, the Specific Plan provides development guidance and incentives, as well as some specific requirements (similar to the General Plan and zoning), to implement the City's vision on the six opportunity sites within the area.

The Pedestrian Retail (P-R) zoning that underlies the planning area is intended to concentrate retail and personal service uses in a way that reinforces the pedestrian environment. The objective is to offer shoppers a wide variety of small-scale shops in the area, complementing the stores at Broadway Plaza and other large-scale developments south of Mt. Diablo Boulevard to create a rich and varied pedestrian environment that contributes to the success of retail in the area. The Pedestrian Retail zone includes the more intensely developed downtown retail area where public parking lots are available in central locations and on-site parking is limited.

In most Pedestrian Retail Districts, the goal is to maximize retail frontages and minimize blank areas along the street front, such as surface parking lots. This development pattern is characteristic of successful downtown pedestrian-oriented shopping districts, such as Walnut Creek. In addition, there are very limited opportunities for providing on-site parking for several of the opportunity sites, especially those on smaller parcels. As a result, the Specific Plan envisions that parking for future development will be provided primarily in parking structures, either public, private (on-site and built into each project), or public/private. The public or partnership parking structure identified in the Specific Plan could be funded by in-lieu parking fees from these new developments and other parking-related funding sources.

In multi-story buildings within the area, the first floor must be primarily retail, with retail, office, residential and other non-retail uses permitted on upper levels. Upper level uses are intended to reinforce retail development, enhance the district as a pedestrian-oriented shopping area, and encourage a pedestrian linkage between the Traditional Downtown and the retail district south of Mt. Diablo Boulevard.

As a result, new automobile repair shops and drive-through restaurants are not permitted. Within the Specific Plan area, three existing businesses do not conform to the existing zoning: Walnut Creek Automotive, the Chevron gas station, and the McDonald's restaurant (due to its auto-oriented layout).



*Encourage outdoor dining along sidewalks.*

As non-conforming uses they are permitted to remain indefinitely but may not be enlarged, extended, reconstructed, remodeled or structurally altered, except by Conditional Use Permit. Alternative B for the Chevron gas station site would allow redevelopment and reinvestment in a portion of the existing gas station site to facilitate the new parking garage. Therefore, implementation of the Specific Plan will require the amendment of existing land use regulations to accommodate future development of this land use alternative.

## **Land Use Objectives and Policies**

The land use and urban design objectives and policies that follow pertain to all properties within the Specific Plan area.

### **Objective LU-1 – Link the North and South**

**Sides of Mt. Diablo Boulevard:** *Create a stronger pedestrian and activity connection between the Traditional Downtown, the Broadway Plaza shopping area and the retail district south of Mt. Diablo Boulevard by infilling underutilized sites along N. Main Street, Locust Street and N. California Boulevard with compatible retail frontage and by introducing public amenities such as plazas and*

*appropriate upper-floor uses. Enhance pedestrian crossing locations at Mt. Diablo Boulevard to reduce the barrier effect of this large street.*

**Policy LU-1.1:** In configuring development sites, give priority to the marketability of ground-floor retail space, including visibility, signage, transparency, access, ceiling heights, bay depths, and service requirements. Upper level uses should not compromise the viability of ground-floor retail space.

**Policy LU-1.2:** Give priority to the provision of well-sited public plazas, walkways, and public amenities in configuring significant development sites.

**Policy LU-1.3:** Create pedestrian linkages and streetscape enhancements within development sites.

### **Objective LU-2 – Infill Development**

**Opportunities:** *Provide opportunities for infill development that are both financially feasible and respectful of the smaller scale and character of the shops and buildings in the Traditional Downtown.*

**Policy LU-2.1:** Discourage land assembly, except as shown in the opportunity sites. Make development of small sites more feasible by providing off-site parking in publicly accessible garages.

**Policy LU-2.2:** Encourage in-lieu parking for appropriate-scale enhancement of smaller downtown businesses in the secondary area.

### **Objective LU-3 – Heart of the Community:**

*Enhance the downtown as the ‘heart’ of the community and as a venue for urban recreation and relaxation for residents of all ages.*

**Objective LU-4 – Retail and International Dining Mecca:** Promote and reinforce the Specific Plan area and the Traditional Downtown as a vibrant retail and international dining destination.

*Policy LU-4.1:* Provide a range of differently sized development sites to accommodate a variety of retail businesses, from locally owned and one-of-a-kind shops to larger national chains.

*Policy LU-4.2:* Mandate all ground-floor space be developed with retail friendly elements, including tall ceiling heights and high levels of transparency at the street front.

*Policy LU-4.3:* Ensure that upper-level uses do not undermine the viability of ground-level retail by imposing excessive constraints on the configuration, organization or depth of retail space.

*Policy LU-4.4:* Supply adequate public and private parking to serve retail uses.

*Policy LU-4.5:* Mandate sufficient service access by means of alleys and service courts that do not interrupt the pedestrian environment.

**Objective LU-5 – Pedestrian-Orientation:** Require street-level uses, including outdoor dining and cafés, that will provide activity and visual interest at the sidewalk level. Minimize blank walls, parking and other inactive uses that discourage pedestrian activity. Facilitate the development of new publicly accessible restrooms in the plan area that are open, visible and welcoming.

*Policy LU-5.1:* Activate the majority of the frontages of newly developed sites with retail, restaurants, building lobbies and other lively and visually interesting uses.

*Policy LU-5.2:* Encourage incorporation of publicly accessible restrooms into new private developments through consideration of development incentives. Any incentives that are considered should not compromise the intent of the Specific Plan regarding provision of public amenities, building design, or site design elements.



Encourage upper-floor uses that complement and enliven the downtown as a retail destination. (Above: Mixed-use buildings in La Jolla and Healdsburg, CA)



**Objective LU-6 – Upper-Level Mixed Use:**

*Promote upper-level uses, including retail, restaurants, office, hotel and limited residential, that enliven and complement the downtown as a retail destination.*

*Policy LU-6.1:* Encourage the redevelopment of underutilized and auto-oriented lots to include a mixture of upper-level uses including hotel, retail, office and residential.

*Policy LU-6.2:* In designing upper-level housing or hotel space, ensure that noise and odors from nearby shops and restaurants do not disturb residents or guests.

**Objective LU-7 – Town Scale:** *Preserve and enhance the character of the Traditional Downtown, which is associated with smaller parcels, a diversity of architectural styles, a strong pedestrian orientation and appropriate building articulation.*

*Policy LU-7.1:* Promote architecture and site design that breaks down the scale of large blocks and includes pedestrian walkways throughout.



*Buildings along Mt. Diablo and N. California Boulevards shall be set back to create a minimum sidewalk width of 15 feet.*

*Policy LU-7.2:* Vary building widths, heights, and façade designs to reflect the existing scale and diversity of the buildings on Locust and N. Main Streets and along Mt. Diablo Boulevard in the study area.

*Policy LU-7.3:* Respect the height limits and step-back rules in the General Plan, limiting building height to 50 feet with a stepback along the street frontage at 35 feet, but allow height bonuses within the envelope of the Measure A limits. The McDonald's and public parking garage sites fall within the Measure A height limit of the lesser of 89 feet and 6 stories. On these parcels allow buildings to a height of 70 feet as an incentive for achieving key public objectives, including an east-west paseo and a new publicly accessible parking garage.

**Objective LU-8 – Sidewalks, Crosswalks, Paseos and Setbacks:** *Enhance pedestrian accessibility and safety through completion of new mid-block walkways, conversion of Commercial Lane (from Duncan Arcade to Mt. Diablo Boulevard) to a multi-purpose paseo, and provision of appropriate sidewalk dimensions and building setbacks within the Specific Plan area.*



*Masonic Lodge, 1917*

*Policy LU-8.1:* Amend the General Plan, which now requires a minimum setback of 10 feet and an average setback of 15 feet on Mt. Diablo and California Boulevards, to incorporate appropriate sidewalk dimensions and building setbacks in the Specific Plan area based on building design and pedestrian accessibility needs.

*Policy LU-8.2:* Grant variances to the General Plan Building Setback requirements in cases of unusual street or parcel configuration or where such setbacks would be undesirable, upon a finding by the Design Review Commission, Planning Commission or City Council.

***Objective LU-9 – Preservation:*** *Provide for the preservation and/or rehabilitation of historic or locally important structures throughout the Specific Plan area.*

*Policy LU-9.1:* For proposals that would alter the exterior of buildings constructed prior to 1946, require review by an Architectural Historian to determine if the building qualifies as an historic resource under the provision of the California Environmental Quality Act.

*Policy LU-9.2:* Contingent upon the adoption of an Historic Preservation Ordinance by the City of Walnut Creek, all alterations of structures in the Specific Plan area shall comply with the provisions of the Historic Preservation Ordinance.

*Policy LU-9.3:* Encourage rehabilitation and restoration of the Masonic Temple (1604 Mt. Diablo Boulevard) and the Dole House (1614 Mt. Diablo Boulevard), which are listed in *General Plan 2025* as potentially significant historic resources of local importance.

*Policy LU-9.4:* Encourage rehabilitation and restoration of the Sherburne Store (1323 N. Main St.), Crogan's (1387 Locust St.) and the Christian Science Church (1347 Locust St.), which are identified in *General Plan 2025* as potentially significant historic resources of local importance.

***Objective LU-10 - Downtown Hotel.*** *Facilitate the potential for development of a small hotel within the Specific Plan area to continue the expansion of the Traditional Downtown as an arts and cultural destination and to enhance economic vitality in the Core Area.*

*Policy LU-10.1:* Amend the General Plan and the Building Height Zone Map to allow an increased height limit of 70 feet on Opportunity Site 5 (McDonald's). This will increase the potential for redevelopment of this area as a small hotel, although other uses are also allowed pursuant to the existing zoning.

*Policy LU-10.2:* Amend the General Plan to increase the maximum floor area ratio (FAR) on Opportunity Site 5 to 2.0. In addition, an FAR bonus to allow a maximum FAR of 3.5 on Opportunity Site 5 will be available for development of a downtown hotel. This will increase the potential for redevelopment of this area as a small hotel, although other uses are also allowed pursuant to the existing zoning.

*Policy LU-10.3:* Consider future General Plan amendments to increase the floor area ratio on other opportunity sites for a project that both complies with the Specific Plan and would allow for redevelopment of the site as a small hotel.

**Objective LU-11 – Sustainability:** Encourage zero-energy building design and full use of rooftops. Promote development patterns that reduce auto dependency and foster energy conservation and resource protection.

*Policy LU-11.1:* Amend the Zoning Ordinance to increase the area on building roofs where solar collectors, rooftop gardens, and open air restaurants could be allowed from 25% of the horizontal roof area to 80% of the horizontal roof area to encourage and create incentives for better use of rooftops in the Specific Plan area (See **Implementation Section** regarding Municipal Code Section 10-2.1.303).

*Policy LU-11.2:* Maximize opportunities for shared parking and paseos that promote a park-once-and-walk behavior.

*Policy LU-11.3:* Encourage new construction in the Specific Plan area to incorporate green building features that can achieve the equivalent of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) certification.

**Objective LU-12 – Mt. Diablo Boulevard Gateway:** Establish the corner of Mt. Diablo Boulevard and California Boulevard as the principal gateway into the downtown Pedestrian Retail District.

*Policy LU-12.1:* Explore the creation of a prominent downtown gateway statement on the east side of the Mt. Diablo Boulevard and California Boulevard intersection, which could include a special treatment of the median area.

*Policy LU-12.2:* Explore over time traffic and street modifications to Mt. Diablo Boulevard to enhance the character and walk-ability of the Pedestrian Retail District.

*Policy LU-12.3:* Enhance the character of Mt. Diablo Boulevard by establishing a procession of canopy trees on both sides of the street. In the block between California Boulevard and Locust Street, new street trees on the north side of Mt. Diablo Boulevard should match the layout and spacing of the boulevard planting on the south side of Mt. Diablo Boulevard.

*Policy LU-12.4:* Redesign the median island in Mt. Diablo Boulevard adjacent to Opportunity Site 4. In addition to upgraded landscaping, the median should include some special acknowledgement of this important entry point such as a monument marking the gateway, a significant piece of public art, or a procession of seasonal banners.



## Development Standards

*General Plan 2025*, adopted in 2006, establishes the overall goals of the City of Walnut Creek for the Core Area and provides direct policy guidance on the community’s vision of the future of the Traditional Downtown and Pedestrian Retail District. This Specific Plan provides additional policies, development standards and design guidelines that implement the General Plan goals and facilitate new development projects that fulfill its vision. The mandatory development standards have been limited to those that shape building envelopes to create pedestrian-friendly streetscapes and provide desired public amenities.

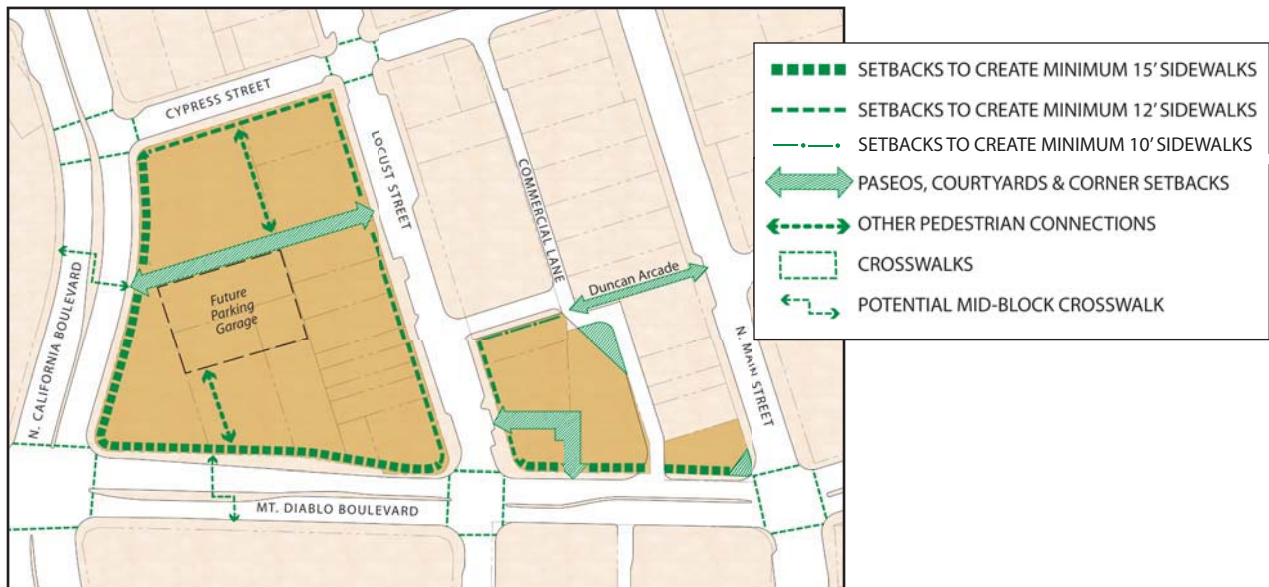
The following policies and actions are from *General Plan 2025*, Chapter 4, Built Environment. These policies and action items are included here to provide the context for the policies, development standards and design guidelines within the Specific Plan.

*General Plan 2025*, Chapter 4:

**Policy 6.2:** Focus development in the Pedestrian Retail District on retail and restaurants, and expand the area’s potential to host arts and cultural events.

- **Action 6.2.1.** In the Pedestrian Retail District, require pedestrian-oriented uses at street level.
- **Action 6.2.2.** Promote building layouts and designs that create pedestrian interest and encourage people to “park once and walk.”
- **Action 6.2.3.** Create flexible development policies and regulations that encourage owners and developers to provide parkland or other public spaces or plazas, beyond the amount of open space and/or landscaping already required.

**Policy 6.3:** Retain and encourage a variety of small stores and businesses in the Traditional Downtown.



**Figure 7: Sidewalks, Paseos and Pedestrian Ways**

- *Action 6.3.1.* Review permitted uses and revise development regulations to maintain the smaller-scale commercial buildings and fine-grain character of the Traditional Downtown.
- *Action 6.3.2.* Study an amendment to the Pedestrian Retail Zoning District to allow business entrances off service alleys in the Traditional Downtown (e.g., Commercial Lane and Wilson Lane).
- *Action 6.3.3.* Review and consider expansion of the City’s Design Review Guidelines for development in the Traditional Downtown to preserve the special character of that area.

*Policy 13.1:* Maintain urban design and building standards for evaluating the scale, appearance and compatibility of new development proposals.

- *Action 13.1.3.* Review and maintain the building setback map for the Core Area and amend the zoning ordinance as necessary.

*Policy 13.2:* Regulate building placement and upper-floor setback along important streets in the Core Area.

- *Action 13.2.2.* Use policies to encourage developers of new buildings to include public plazas, courtyards, significant landscaping, or other public amenities that are visible and accessible from the street.
- *Action 13.2.4.* Use policies to encourage new and existing commercial developers to incorporate accessible roof gardens, ground-level public plazas, public courtyards and passageways, landscaping, public art, and other desired

public amenities beyond those specified during the normal City review process.

*GOAL 20:* Reinforce the urban design and character of the Pedestrian Retail District as a gathering place for local residents as well as a regional retail destination.

- *Action 20.1.1.* Develop specific design guidelines aimed at maintaining and enhancing the area’s urban, pedestrian-oriented character.

*Policy 20.2:* Maintain the special “small town” character, fine-grain development (narrow lots, slender buildings, many different uses in proximity), and pedestrian orientation of the Traditional Downtown.

### **Minimum Building Setbacks**

On all streets in the Specific Plan area, the General Plan currently regulates the placement of buildings with respect to their front (street-side) property lines and public right-of-way boundaries. These regulations provide for a required minimum setback distance from the right-of-way (usually located at the back of sidewalk) and a required minimum amount of open area between the building and the right-of-way. In the Core Area, wherever more than a minor (0-10 foot) building setback is required, the additional setback area may be provided as additional sidewalk width, pedestrian plazas, or landscaping. The actual design and use of the setback area is normally determined on a case-by-case basis as new developments are proposed.

The General Plan currently requires new buildings to be set back an average of 15 feet from the public right-of-way on Mt. Diablo



Figure 8: Specific Plan Height Limits and Step-Backs

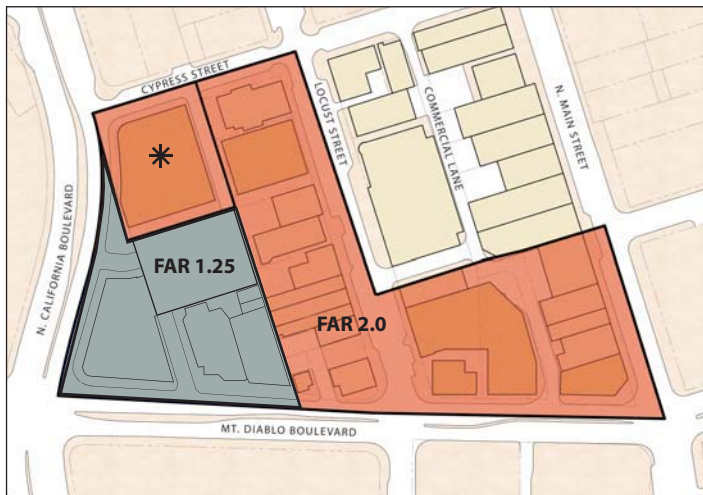


Figure 9: Specific Plan Maximum Commercial Floor Area Ratio (FAR)  
 \* FAR Bonus To 3.5 For Hotel Development (Policy LU - 10.2)



Note: These drawing are illustrative. The base map dimensions are approximate and not based on a detailed survey.

Figure 10: Active Ground-Floor Frontages



Boulevard and N. California Boulevard and an average of 2 feet on Locust, N. Main and Cypress streets (Figure 11. Building Setback, *General Plan 2025*). The Specific Plan requires that a portion of this required setback area be devoted to achieving an appropriate sidewalk width, especially in locations where pedestrian usage is already very high.

Where new development occurs along Mt. Diablo and N. California Boulevards, new structures shall be set back so that sidewalks have an average width of 15 feet as measured along the property frontage from the existing face of curb to the outermost projection of the building at street level. In no case shall the dimension of the sidewalk be less than 12 feet. Along Cypress Avenue and Locust Street, new development shall be set back so that sidewalks have a dimension no less than 12 feet. To achieve this dimension, many new buildings will need to be set at least five feet behind the public right-of-way. In the case of the City-owned parcel at N. Main Street and Mt. Diablo Boulevard (Opportunity Site 1), where the property line lies in the street, the setback line shall be measured 15 feet from the face of the existing curb along Mt. Diablo Boulevard and 12 feet from the face of the existing curb along N. Main Street. In addition, any future building shall incorporate a small corner plaza, as shown in Figure 12.

Although the building setback requirements identified in the Specific Plan should work well to improve pedestrian circulation and provide desired improvements to the right-of-way, there may be individual cases within the study area where some site-specific adjustments to sidewalk width or building setback would be desirable, without the necessity of a General Plan

amendment. The Specific Plan includes Policy LU-8.2, so that a variance could be granted to the General Plan Building Setback requirements by the approving body, in cases where an unusual street or parcel configuration exists or where such setbacks would be undesirable.

When adjacent redevelopment occurs, parking shall be eliminated from the north side of Mt. Diablo Boulevard between N. California Boulevard and the Dole House to permit the sidewalk to be widened into the street. Any new building along the driveway south of the South Locust Parking Structure must be set back to increase the width of the existing narrow sidewalk adjacent to the driveway to at least 10 feet.

***Build-to Lines:*** To create a well-defined and active street edge that promotes retail continuity, new structures shall be built to the applicable front property line or setback line, as shown on Figure 7. This does not preclude variations in the façade to create entrances, plazas or other publicly oriented spaces that achieve the goals of this plan.

***Maximum Height:*** The maximum building height throughout the Specific Plan area is generally 50 feet. The height limit was increased to 70 feet on Opportunity Site 5 (the McDonald's property) and Opportunity Site 3, as depicted in Figure 8, to allow future development to achieve the objectives of the Specific Plan for those sites. In the Specific Plan area, any portion of a building above 35 feet that is located along a street frontage shall be stepped back at least 10 feet from the face of the building. To allow architectural interest and promote variation, an exception to this stepback rule may be allowed for architectural elements

such as towers, provided that such elements do not exceed 25% or 25 linear feet (whichever is less) of each building frontage.

**Floor Area Ratio and Residential Density:** The General Plan regulates commercial development through the use of a floor area ratio (FAR) and limits most parcels in the Specific Plan area to a maximum FAR of 2.0. The western half of the block fronting N. California Boulevard (Opportunity Sites 4 and 5), previously restricted to an FAR of 1.25, was increased to an FAR of 2.0. In addition, an FAR bonus to allow a maximum FAR of 3.5 on Opportunity Site 5 is available for development of a downtown hotel. For other types of development the FAR on this site remains 2.0.

The Specific Plan envisions the possibility of a limited amount of residential or mixed use residential/commercial development on certain opportunity sites, most particularly on Opportunity Site 5 (the McDonald's site). The maximum density of new residential development is determined by the Planning Commission on a case-by-case basis through the approval of a Conditional Use Permit.

**Active Ground-Floor Frontage:** Active ground-floor store frontages are required along most streets in the Specific Plan area (Figure 10), consistent with General Plan and zoning policies. At least 80 percent of the lot frontage of newly developed sites should be occupied by retail, restaurants, and other active and visually interesting uses. Such frontages shall conform to the design guidelines for ground-floor retail space.

**Ground-Floor Retail Space:** To ensure flexibility for the broadest range of retail and restaurant

uses, ground-floor retail space should satisfy the following minimum criteria:

- A floor-to-floor dimension of at least 18 feet between the finished floor of the ground level and the floor above.
- A depth of at least 40 feet from storefront to rear.
- An interior finished floor elevation that is level with the adjacent sidewalk at least every 50 linear feet. Pedestrian access into new buildings shall be flush with the sidewalk.
- For storefronts, clear, un-tinted glass on at least 75 percent of the ground-level facade, with reflectance not exceeding seven percent.

**Façade Articulation:** Small lots and detailed building façades characterize the Specific Plan area and the Traditional Downtown. With the exception of the South Locust Parking Structure, buildings range from 20 to 85 feet in width, averaging about 50 feet. Although most buildings are one or two stories high, a variety of roof treatments – flat, pitched, with and without parapets – enlivens the street's profile. To the extent feasible, new buildings shall be designed to break up their massing with distinctive architectural treatments, changes in plane and volume, and varying parapet heights.

**Architectural Treatment:** On the lower two stories, in close proximity to pedestrians, buildings shall have high-quality materials that are durable, resistant to vandalism and easy to maintain. Substantial and authentic materials are encouraged on storefronts, such as stone,

tile, brick, terra cotta, precast concrete, and wood-framed doors and windows.

***Parking and Loading:*** All development shall be subject to parking and loading requirements set forth in the Zoning Ordinance, except as modified specifically by this plan.

***Signage and Real-Time Parking Availability***

***Displays:*** Signage for storefronts in the plan area is strongly encouraged to include creative and attractive shingle signs providing identity at the level of the pedestrian shopper. Shingle signs should be designed to coordinate with the design of the façade as well as reflect the tenant’s use. The bracketing that suspends signage should also be designed creatively. A signage program for the proposed parking garage shall be developed to facilitate clear way-finding to the garage from key entry points to the downtown. Prominent signs shall be provided at all garage entrances, to encourage visitor use. Real-time displays that indicate the number of remaining spaces in the garage shall be incorporated into the garage signs.



## Design Guidelines for Specific Opportunity Sites

The Specific Plan identifies six opportunity sites that offer particular redevelopment opportunities.

- Site 1: The N. Main Street/Mt. Diablo Boulevard Corner site, owned by the City of Walnut Creek

- Site 2: The Locust Street/Mt. Diablo Boulevard site, two adjacent parcels that are occupied by Walnut Creek Automotive and the vacant Mark Morris Tires building
- Site 3: The future parking garage site located within the interior of the block, bounded by Locust Street, Cypress Street, Mt. Diablo Boulevard and N. California Boulevard, is shown as a location for a future publicly accessible parking structure



Figure 11: Illustrative Specific Plan Area and Opportunity Sites

of approximately 335 stalls. The site comprises three properties including parking and circulation areas for the Chevron and Big 5 Sporting Goods sites

- Site 4: The Mt. Diablo Boulevard/N. California Boulevard site, a gas station located at that intersection's northeast corner, owned and operated by Chevron
- Site 5: The N. California Boulevard/Cypress Street site, occupied by the McDonald's restaurant
- Site 6: The 1373-1375 Locust Street site, occupied by the Cralyn retail/office building

These opportunity sites are either: (1) non-conforming with the General Plan and Redevelopment Plan (e.g., service commercial and auto-related uses), (2) locations where the site improvements have less value than the underlying land and, as such, are poised for redevelopment, (3) prime for redevelopment, based on expressed owner interest, and/or (4) the site of new public improvements called for in the Specific Plan. The following guidelines are intended to augment the Development Standards described previously and provide specific direction on the desired design elements for redevelopment of the opportunity sites. The illustrative plans included in this chapter of the Specific Plan describe possible ways in which the Design Guidelines could be implemented. These plans are not intended to preclude other creative solutions for achieving the intent of the Specific Plan, so long as the required public amenities are still provided.

### **Site 1: N. Main Street / Mt. Diablo Boulevard Corner Site**

This site (including portions of the adjacent sidewalk and street) is owned by the City of Walnut Creek and is currently used as a public parking lot with 15 parking spaces. The site has strategic commercial importance, as it is located on the downtown's "100 percent corner." It is anticipated that this site will be sold and developed privately, consistent with the vision and development standards outlined in the Specific Plan. The purchaser of this site will not be required to replace on-site parking or pay the in-lieu cost of replacing the 15 existing public parking spaces currently on this site. After the sale of the parcel, the value of the 15 existing parking stalls (calculated using the in-lieu parking stall cost that is valid at the time of sale) shall be placed into the Downtown Parking Fund so that the reduction in available public parking will be offset by parking improvements in the same district.

**Recommended Land Use:** The site shall have a retail use on the ground floor. The upper floor could be developed as a second level of retail or as permitted in the zoning district. It is estimated that this site could accommodate approximately 8,600 square feet on both floors. This use would generate the need for approximately 28 parking spaces.

**Building Height:** The building shall be a minimum of two floors and not exceed 35 feet in height, consistent with the Height Definition in the Zoning Ordinance.



**Setbacks:** In addition to the standard sidewalk setback described previously, the building shall also be set back from the northwest corner of N. Main Street and Mt. Diablo Boulevard to create a corner plaza no less than 25 feet deep measured diagonally from the face of the corner curb to accommodate the large existing and future pedestrian use and provide sight distance for automobile traffic. This could be accomplished through a 45-degree chamfer or other similar setback of the building (Figures 12 and 13).

**Corner Treatment:** To reinforce the importance of this corner, the building shall introduce special architectural treatment in the form of a tower, cupola, or other iconic element that reinforces the landmark nature of

the intersection and complements Broadway Pointe, Neiman Marcus, and The Corners developments across the street.

**Lobby Location:** Ground-level lobby access to the second floor should minimize any disruption to the continuity of the retail frontage along N. Main Street or Mt. Diablo Boulevard.

**Commercial Lane Access:** Redevelopment of this part of Commercial Lane into a multi-purpose paseo should be incorporated into new development projects in this area. Developers of Opportunity Sites 1 and 2 shall work with the City to implement a reconfiguration of Commercial Lane in conjunction with future projects if it proves to be reasonably feasible.



*Opportunity Site 1: N. Main Street / Mt. Diablo Boulevard Corner and Opportunity Site 2: Locust Street / Mt. Diablo Boulevard*



The new commercial development could consider adding additional retail access from the Commercial Lane frontage, include outdoor dining facilities or make other provisions for additional use of this area. It may also be possible to link the mid-block pedestrian access from the Duncan Arcade into Opportunity Site 2, and such access should be investigated during the design phase of the project.

At the time a development application is submitted, it may be appropriate for the City to consider providing additional minor incentive(s) to facilitate the redevelopment of Commercial Lane as described above. Any incentives that are considered should not compromise the intent of the Specific Plan regarding provision of public amenities, building design or site design elements.

**Service Access and Loading:** All service access and loading for this site shall be from Commercial Lane.

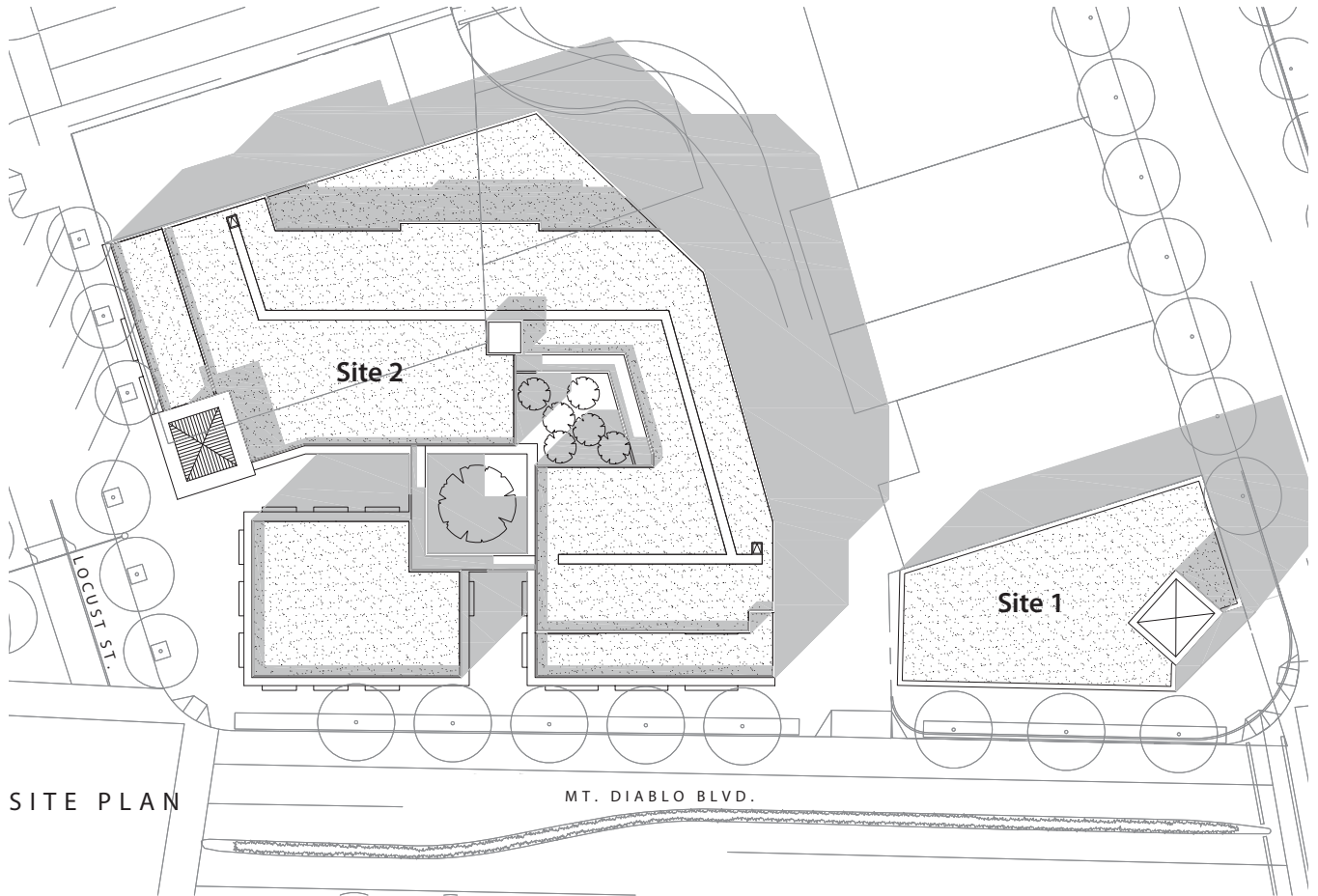
### **Site 2: Locust Street / Mt. Diablo Boulevard Site**

Together, the two parcels currently occupied by a vacant Mark Morris Tire building and Walnut Creek Automotive represent one of the largest infill opportunities within the downtown area. The goal of redeveloping these parcels is to replace the existing auto service uses with more intensive retail activities that further reinforce the viability and pedestrian orientation of the Traditional Downtown and the Specific Plan area. The two sites shall be assembled prior to redevelopment. Assembling the parcels will allow more opportunities for superior design, a significant pedestrian paseo, and plaza or courtyard, which is a requirement

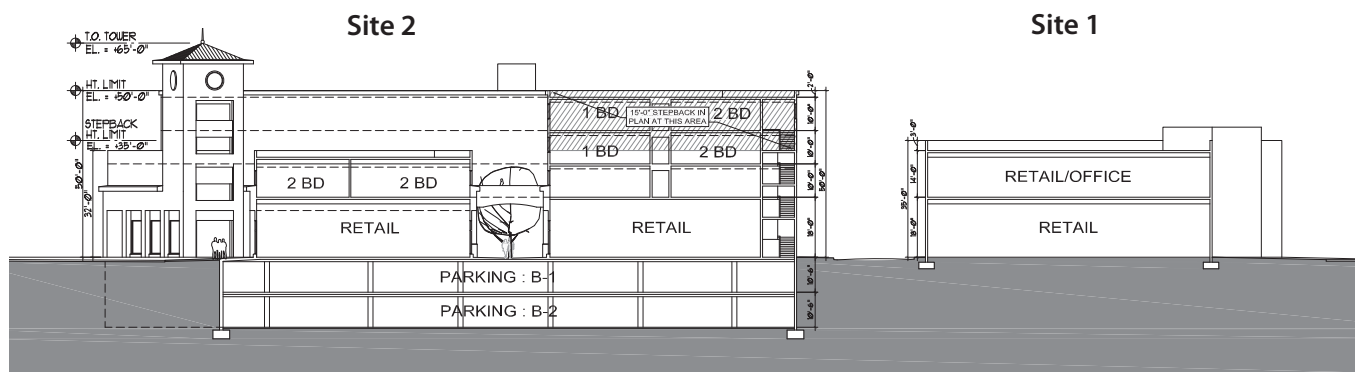
for the redevelopment of this site. It will also provide much better accessibility to parking from both the existing Locust St. driveway and Commercial Lane and could allow for construction of below-grade on-site parking, which would be otherwise difficult to provide efficiently on the two smaller parcels. At the same time, any new development on the site shall avoid the appearance of a large monolithic project and be designed to complement the town scale and character of the surrounding one- to two-story buildings, a goal that may be difficult to achieve with a large above-ground parking facility. Required parking could also be provided through the use of in-lieu parking fees, if approved by the City Council at the time of development approval.

In order to break up the scale of the development and contribute to the downtown's pedestrian environment, this project shall include additional street-level open space in the form of a paseo and courtyard, similar in scale to Va de Vi restaurant across Mt. Diablo Boulevard. This sequence of open spaces (as illustrated in the Specific Plan) should be designed to provide an engaging public promenade between Mt. Diablo Boulevard and Locust Street and, in conjunction with the massing and articulation of the building, will help to create the appearance of two or three separate buildings that reflect the scale of the Traditional Downtown.

**Recommended Land Use:** Rather than a single large ground-level retail use, it is recommended that two or three mid-sized retail spaces, ranging in area from 3,000 to 10,000 square feet each, be located along the Mt. Diablo Boulevard and Locust Street frontages, consistent with the scale of surrounding retail activity.



SITE PLAN



SECTION

**Figure 12: Opportunity Sites 1 and 2 Illustrative Mixed-Use Concept Site Plan and Section**

*Note: This drawing is illustrative. The base map dimensions are approximate and not based on a detailed survey.*

Figures 14 and 15 illustrate Site 2 developed with a four-story (50 foot) mixed use project with ground-level retail and three residential levels above a two-level below-grade parking garage. This design features a street level paseo and pedestrian plaza, which are important design components for redevelopment of this site. The ground-floor retail area that is illustrated is approximately 19,500 square feet in size, which does not include the residential lobby, loading area, garage ramps or storage for the retail uses. The second, third and fourth floors are illustrated as 36 residential units. On-site parking could be accommodated with an underground 124-stall parking garage, which would allow a maximum of 37,200 square feet (rentable) of commercial development under the Pedestrian Retail zoning ordinance. Development of this site could be 100% retail, a mixture of retail and office, or a retail/residential mix of uses as shown.

**On-Site Parking:** Parking could be provided on-site in a below-grade basement garage. As illustrated in the Specific Plan, it is estimated that 124 spaces could be developed on two levels of subterranean parking. Required parking could also be provided through the in-lieu purchase of public garage spaces in the new parking garage (Opportunity Site 3), if approved by the City Council at the time of development approval. Surface parking or a large above-grade parking structure will not be allowed.

**Paseo/Plaza:** This site shall incorporate a significant courtyard or plaza on the ground level that is directly accessible from the public sidewalk. Figure 12 illustrates a paseo and courtyard design that achieves the goals of the plan to break up the massing of buildings and provide significant pedestrian amenities and internal

connections. In this design, the development is configured to provide a paseo between Mt. Diablo Boulevard and Locust Street. The paseo openings are located at the approximate middle of the site frontages on Mt. Diablo Boulevard and Locust Street, with a width of at least 20 feet. A larger courtyard space of approximately 1,000 square feet is located within the interior of the block. The paseo shall open to the sky except that bridges, up to 10 feet in width, may connect the main and corner buildings. In any design, the massing and treatment of the buildings should provide interest and diversity in keeping with the smaller increments of the Traditional Downtown and clear definition to the open spaces.

**Building Height:** The design of this important corner site could work with the two-story corner building across Locust St. to create a gateway to the Traditional Downtown. As such, it is important that this corner site respond to the variety of building height and scale, as well as the smaller building increments that characterize existing development on the south side of Mt. Diablo Boulevard from California Blvd. to Main Street. An architectural design that successfully respected that variety is The Corners development on the south side of Mt. Diablo Boulevard.

The design shown for Site 2 in Figure 14 creates that gateway element and provides an attractive and desirable pedestrian/public amenity at street level. With the paseo, the building will be divided into two parts. The freestanding structure at the corner of Locust Street and Mt. Diablo Boulevard should not exceed 35 feet or two floors in height in keeping with the scale of the former Masonic Temple building across Locust Street and the Olympia Place building across Mt. Diablo Blvd. The remainder of the

building may not exceed 50 feet in height and shall be stepped back from the Locust Street and Mt. Diablo Boulevard frontages by at least 10 feet above a height of 35 feet (Figure 8).

**Building Massing:** The massing of the building shall avoid a monolithic appearance and be in scale with the finer pattern and rhythm of buildings located in the Traditional Downtown, as noted above. Changes in building plane and roof elevation are encouraged, within a strong architectural composition. A tower element that breaks the stepback and provides a focal point is recommended at the Locust Street entrance to the paseo.

**Ground-Level Uses:** The street frontages and the paseo should be lined with active ground-floor retail and restaurant uses; lobbies serving upper floor uses should be located within the interior of the block along the paseo. Outdoor cafés and other outdoor uses are encouraged (Figure 10).

**Commercial Lane Access:** Redevelopment of this part of Commercial Lane into a multi-purpose paseo should be incorporated into new development projects in this area. Developers of Opportunity Sites 1 and 2 shall work with the City to implement a reconfiguration of Commercial Lane in conjunction with future projects if it proves to be reasonably feasible. The new commercial development could consider adding additional retail access from the Commercial Lane frontage, include outdoor dining facilities, or make other provisions for additional use of this area. It may also be possible to link the mid-block pedestrian access from Duncan Arcade into Opportunity Site 2, and such access should be investigated during the design phase of the project.

At the time a development application is submitted, it may be appropriate for the City to consider providing additional minor incentive(s) to facilitate the redevelopment of Commercial Lane as described above. Any incentives that are considered should not compromise the intent of the Specific Plan regarding provision of public amenities, building design, or site design elements.

**Service Access:** All service, parking and loading should be from Commercial Lane and from the South Locust Parking Structure driveway connecting to Locust Street. No new curb cuts are permitted on Mt. Diablo Boulevard and are strongly discouraged on Locust Street (Figures 14 and 15).

**Commercial Lane Width:** To improve sightlines and to allow larger trucks to maneuver on Commercial Lane, development shall be set back from the alley to allow WB-40 trucks to pass between Cypress Street and Mt. Diablo Boulevard (Figure 17).

**East-West Pedestrian Link:** As part of the redevelopment of Site 2 and the Commercial Lane improvements, the pedestrian linkage from Locust Street to the Duncan Arcade should be improved by rebuilding the crosswalk across Commercial Lane with access ramps, detectable warning strips and bollards, and by removing the planting and paving the full width of the sidewalk (to approximately 5 feet) on the north side of the Post Office building (Figures 7 and 25). At such time as the Post Office building redevelops, the existing sidewalk shall be widened along the garage driveway to 10 feet in width (Figure 26) to further encourage through-block pedestrian movement to the Duncan Arcade walkway.





*(Existing)*



*(Conceptual)*

**Figure 13: View of Opportunity Site 1 from Main Street and Mt. Diablo Boulevard**



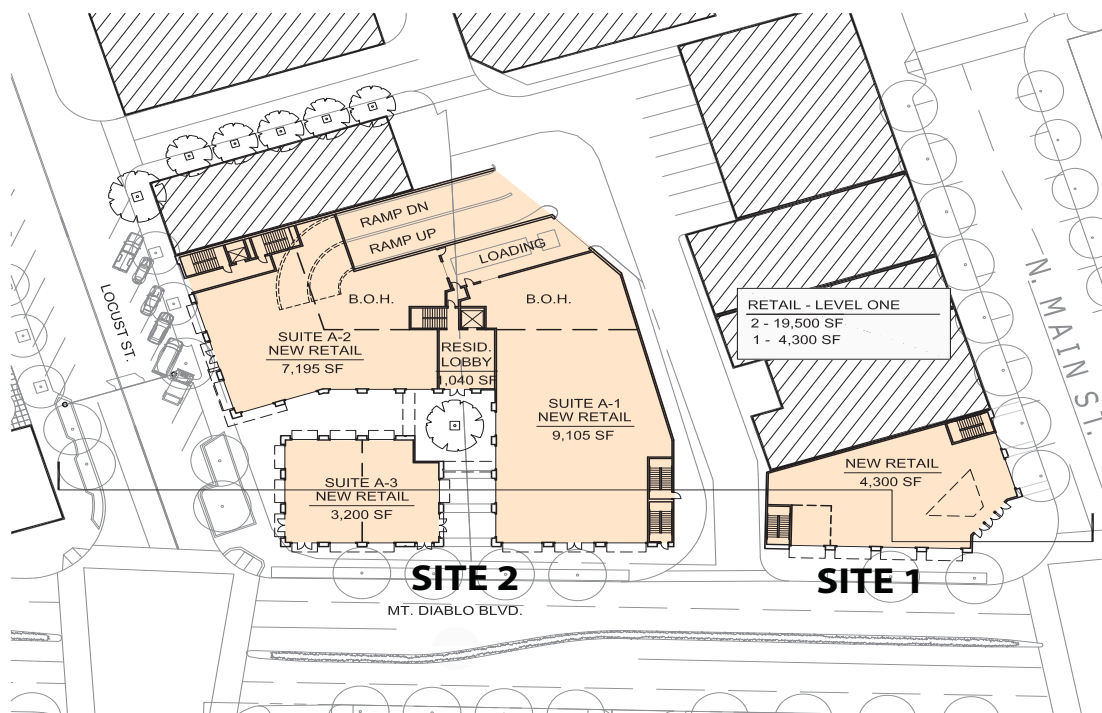
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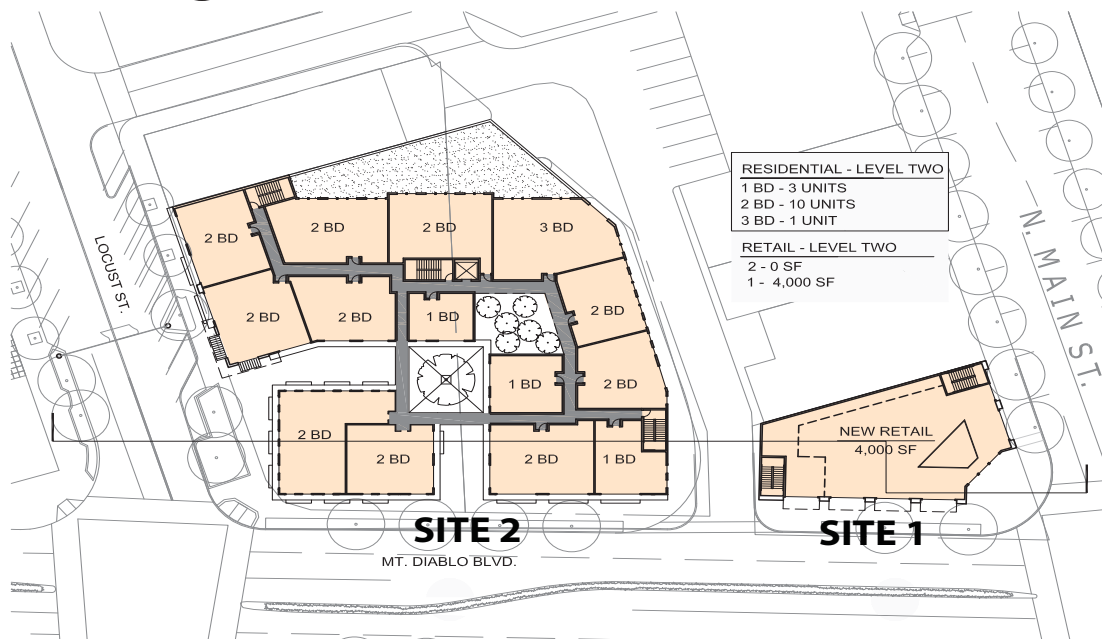
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**Figure 14: View of Opportunity Site 2 from Mt. Diablo and Locust Street**





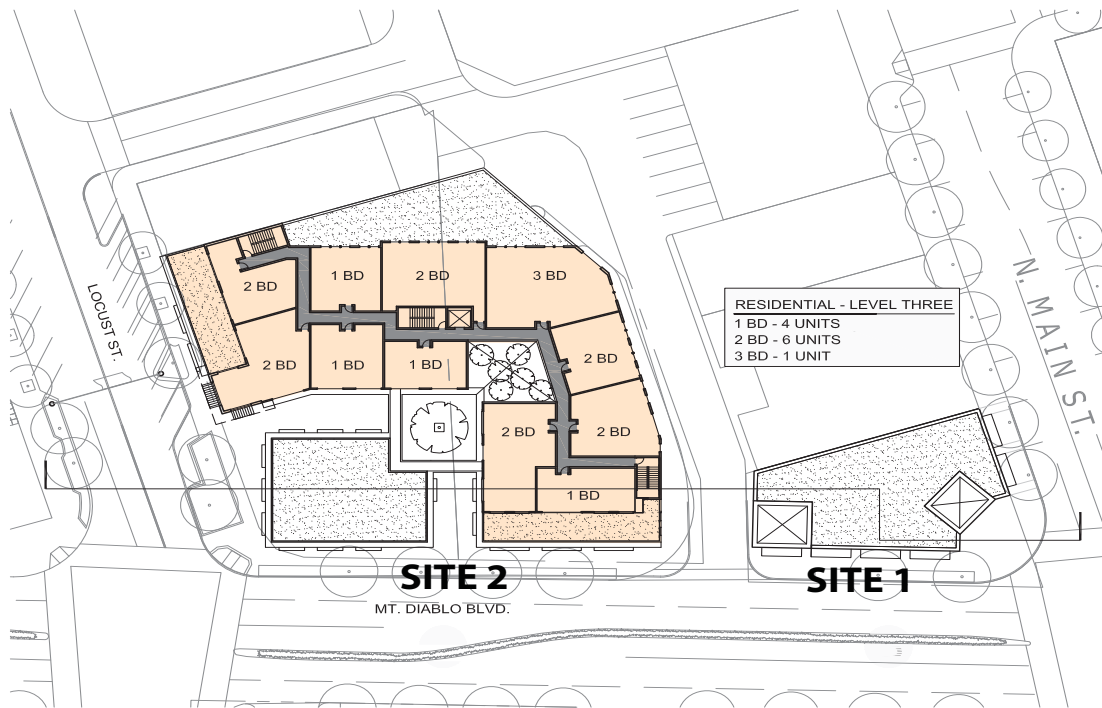
5 **GROUND FLOOR PLAN**  
 A1-01 1"=40'-0"



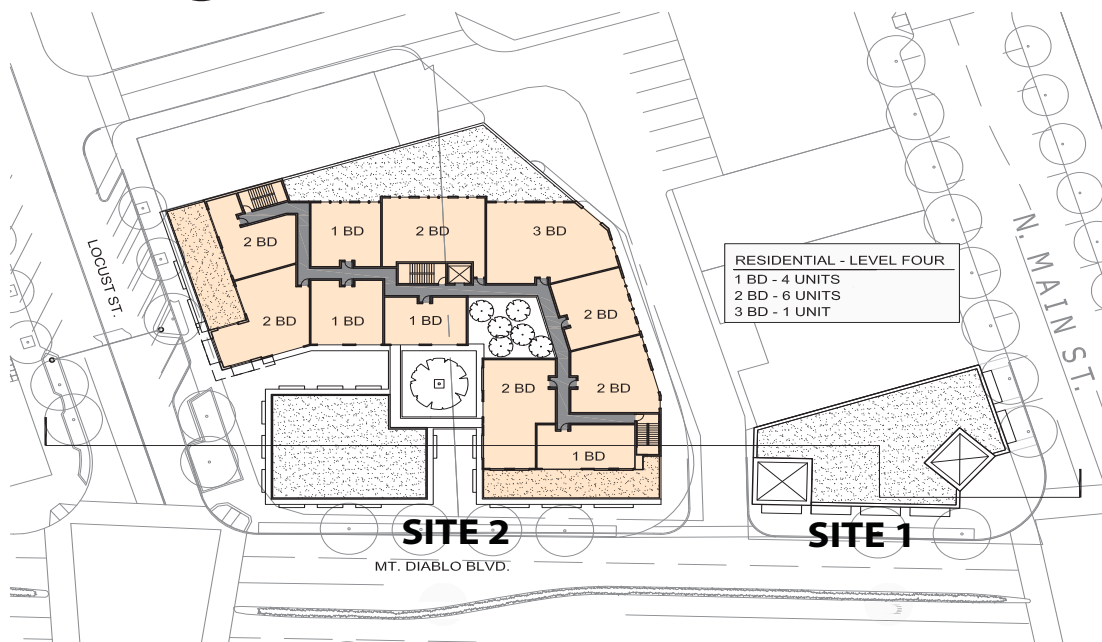
6 **SECOND FLOOR PLAN**  
 A1-01 1"=40'-0"

**Figure 15: Opportunity Sites 1 and 2 Illustrative Mixed-Use Concept Floor Plans** (continued on pg.45-46)

*Note: This drawing is illustrative. The base map dimensions are approximate and not based on a detailed survey.*

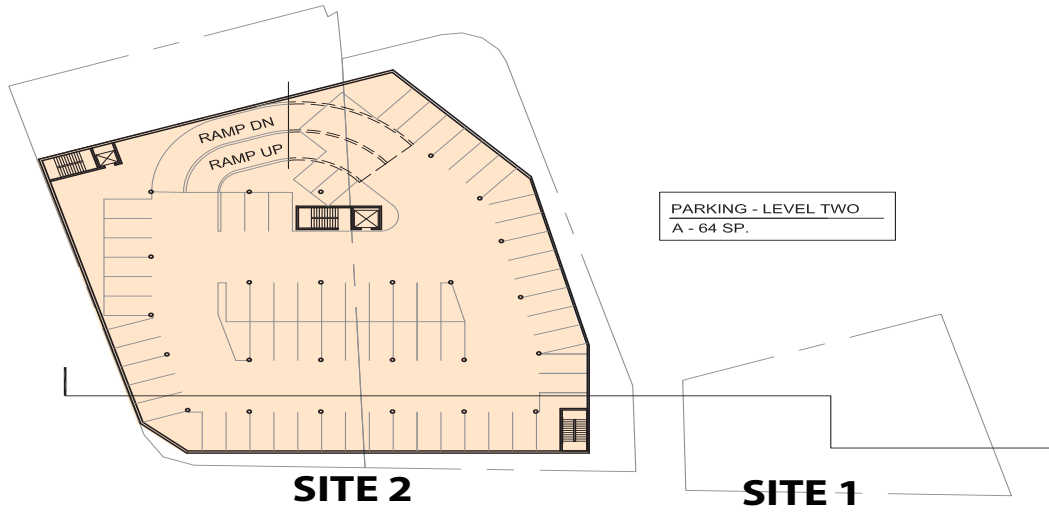


2  
 A1-01  
**THIRD FLOOR PLAN**  
 1"=40'-0"

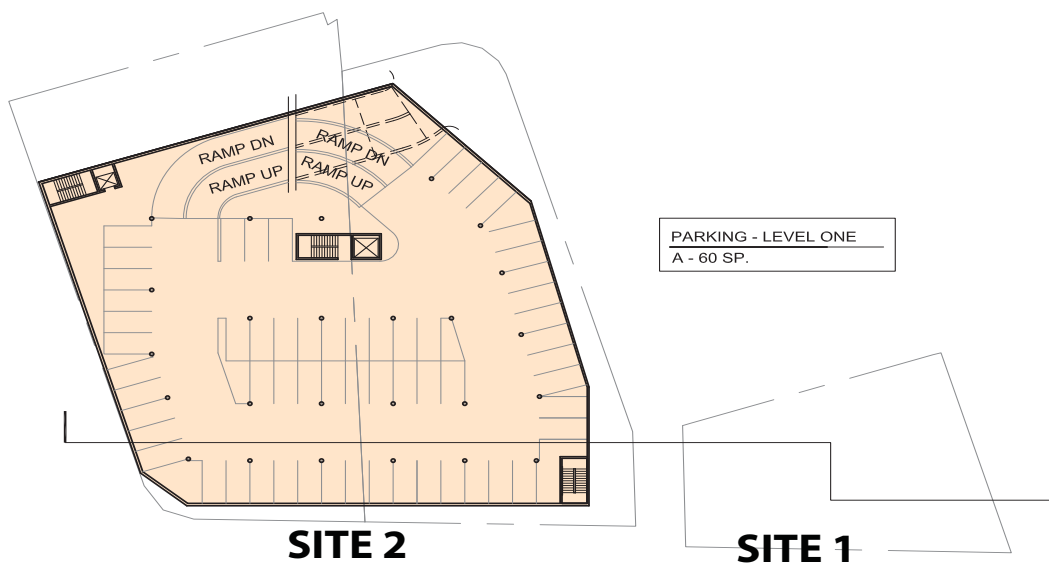


3  
 A1-01  
**FOURTH FLOOR PLAN**  
 1"=40'-0"





8 **PARKING - LEVEL B2**  
A1-01 1"=40'-0"



9 **PARKING - LEVEL B1**  
A1-01 1"=40'-0"

### Site 3: Parking Garage Site

A key recommendation of the Specific Plan is to assemble land within the block bounded by N. California Boulevard, Locust Street, Cypress Street and Mt. Diablo Boulevard for a publicly accessible parking garage. The Plan identifies a 0.55-acre area that is in private ownership and is currently being used for surface parking. This site combines portions of property now owned or occupied by Chevron, Big 5 Sporting Goods and the Dwulet Trust. (The Dwulet Trust also owns the adjacent Peet's building parcel.) A 70-foot tall garage of approximately 335 spaces could be developed on this site. To achieve this parking count, the facility could have one level below grade, an extra-tall ground-floor level to allow truck circulation, five additional regular height upper levels, plus roof-top parking (see Figure 20).

Although the new parking facility could provide up to 335 stalls, the first 51 stalls are to be used to provide replacement parking for the existing 51 surface parking stalls that would be removed. An additional 63 stalls would be required to provide approximately 28 in-lieu stalls (required parking when Opportunity Site 1 is sold and developed) and to provide approximately 35 make-up parking spaces for McDonald's in the new parking structure to replace existing parking that is taken up by the new service alley between the garage and Cypress Street. In all, a total of about 113 spaces in the new parking garage (including potential make-up parking for McDonald's) would be committed to these parking needs.

This results in a total of about 220 new parking stalls that could be used to provide in-lieu parking for new development in the

surrounding downtown area. As shown in Table 2, commercial development on Opportunity Site 2 could require parking for up to 215 stalls, development of Opportunity Site 4 as shown in Option A could require approximately 100 stalls, and commercial development of Opportunity Site 5 could require approximately 300 stalls. Clearly, all this parking could not be accommodated in the parking garage on Opportunity Site 3. However, the in-lieu parking option within the garage could be used to supplement the parking that can feasibly be constructed as part of commercial development on these sites.

**Land Assembly:** To facilitate development of the new parking structure, the City must:

- Acquire land from Chevron, Big 5 owners, and the Dwulet Trust.
- Acquire and reorganize parking, utility easements and service access easements.
- Attain public access easements from McDonald's for a pedestrian paseo to N. California Boulevard and for the service alley.
- Until redevelopment of the McDonald's site occurs, provide make-up parking for McDonald's in the new parking structure (approximately 30 spaces) to replace any parking that is taken up by the new service alley between the garage and Cypress Street.

**Building Height:** The maximum height of the parking structure shall be up to 70 feet. Figure 20 illustrates a 70-foot tall garage building with one parking level below grade and seven parking levels above grade. Unlike most buildings in the

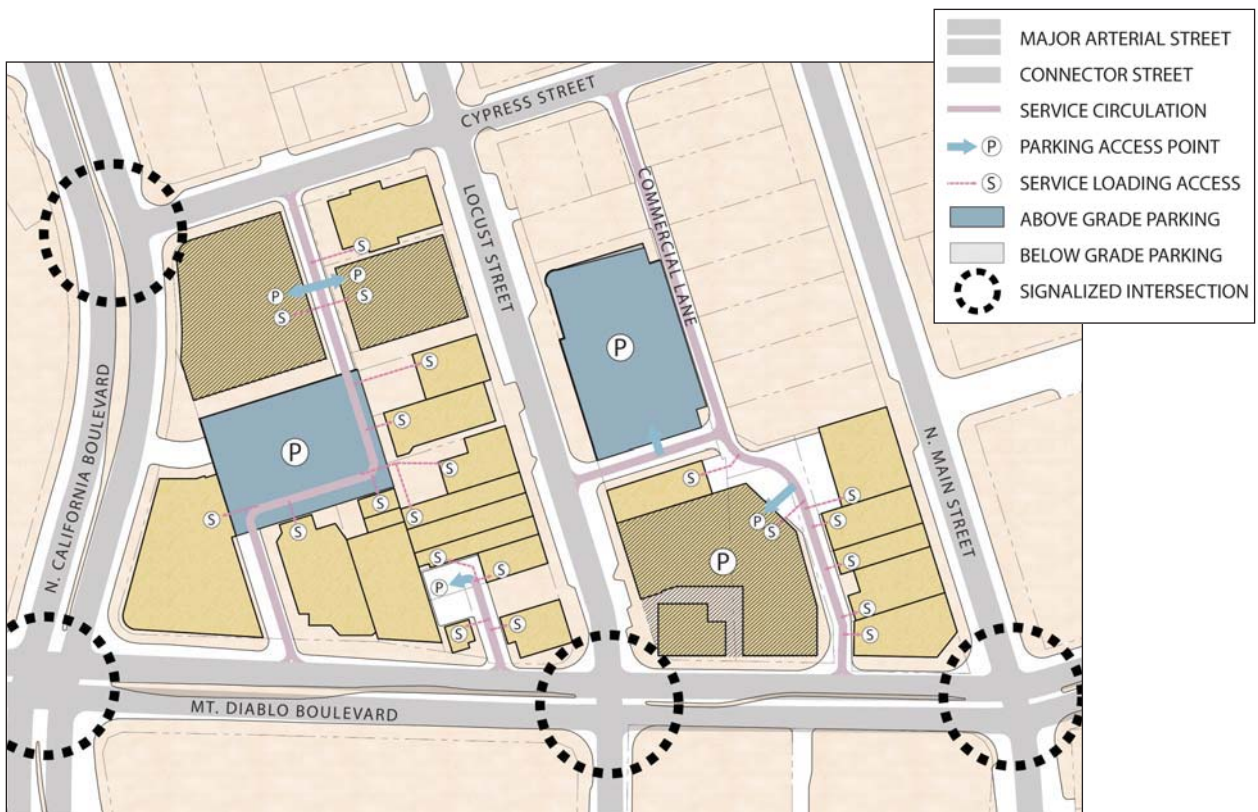


Figure 16: Vehicular Access and Circulation

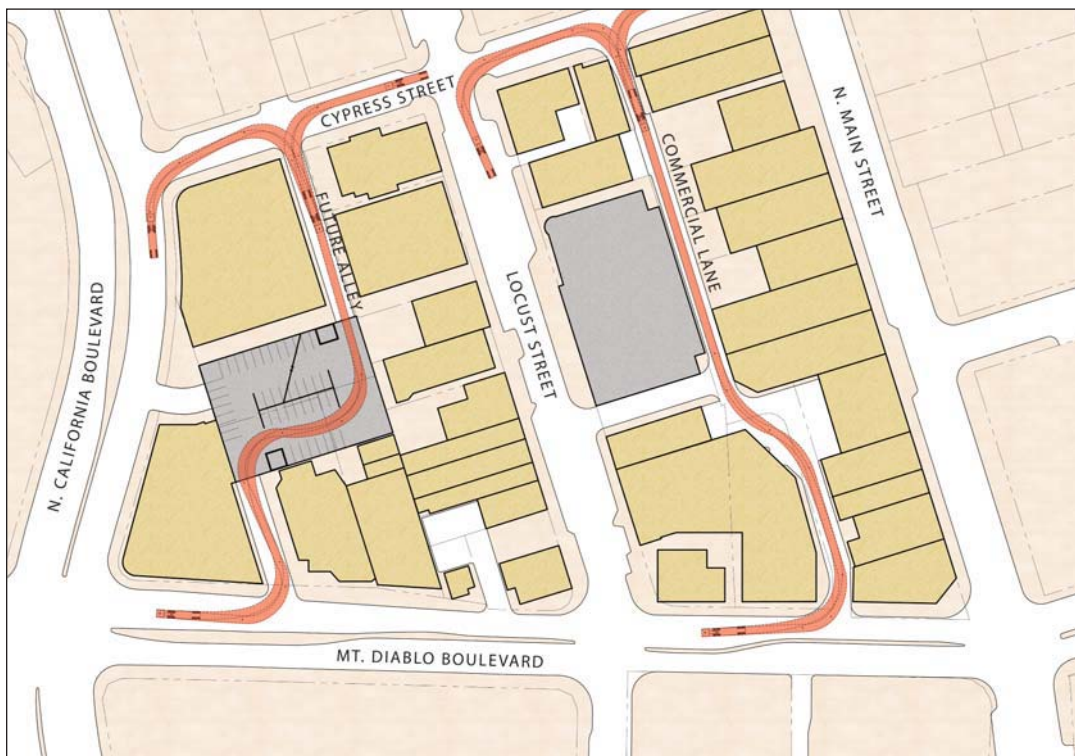


Figure 17: Commercial Lane and Service Alley Access for Trucks

Pedestrian Retail Zoning District, this parking structure need not provide a building height step back at 35 feet, because it is located entirely within the interior of the block and has no street frontage.

Measure A limitations on building height measurement are modified in regard to parking garages. Under measure A, a parking garage level is counted as 3/4 of a regular building story. Therefore, a parking garage can achieve a maximum of eight parking levels above grade and remain consistent with the limitations of Measure A (Municipal Code Section. 10-2.1.303, 149. *Story*).

**Rooftop Design:** The Specific Plan encourages the full use of rooftops, which offer some of the finest views of the City and surrounding region, as well as opportunities for creative and sustainable design elements. The parking garage may include a rooftop garden, open air restaurant, photovoltaic structures or some combination of similar uses. To encourage and create incentives for better use of rooftops in the Specific Plan area such facilities will be allowed over 80% of the horizontal roof area (See **Implementation Section** regarding Municipal Code Section 10-2.1.303A.39 *Building Height*).

**Architectural Design:** While the parking structure is situated in the interior of the block, it will be visible from perimeter streets unless redevelopment occurs on both the McDonald's and Chevron properties. As such, the garage should be designed with high-quality materials and architectural treatments that reduce the utilitarian appearance of the structure and that are consistent with that of adjacent downtown buildings. Sloped floors and ramps should be

architecturally concealed from the exterior view. In addition, the parking structure may include a special design treatment that makes the structure visually prominent for visitors entering the downtown and seeking public parking. The design of the parking structure shall also incorporate features that foster energy conservation and resource protection (consistent with Objective LU-10).

**Service Alley:** In conjunction with the parking garage construction, a north-south service alley shall be provided from Cypress Street to Mt. Diablo Boulevard to serve existing and future uses on the block. This shall be achieved by ensuring that the garage provides sufficient ceiling clearance (i.e., 14 feet minimum) and turning radii for a WB-40 vehicle to maneuver through the ground level of the structure. Construction of the garage will also require securing a 25-foot-wide access easement from all affected property or easement holders, such as the McDonald's, Chevron, and Big 5 properties, by purchase or dedication. Besides serving businesses fronting Locust Street and Mt. Diablo Boulevard, the service alley is intended to provide for future parking and loading on the McDonald's and Cralyn Building sites if they are redeveloped (Figure 23).

**Auto Access and Signage:** Automobiles shall access the garage from the north-south service alley (i.e., from Mt. Diablo Boulevard and Cypress Streets) and from N. California Boulevard. Highly visible and inviting signage shall be designed at public street entrances to direct motorists to the parking facility. A real-time parking space countdown system shall be incorporated into the signage.



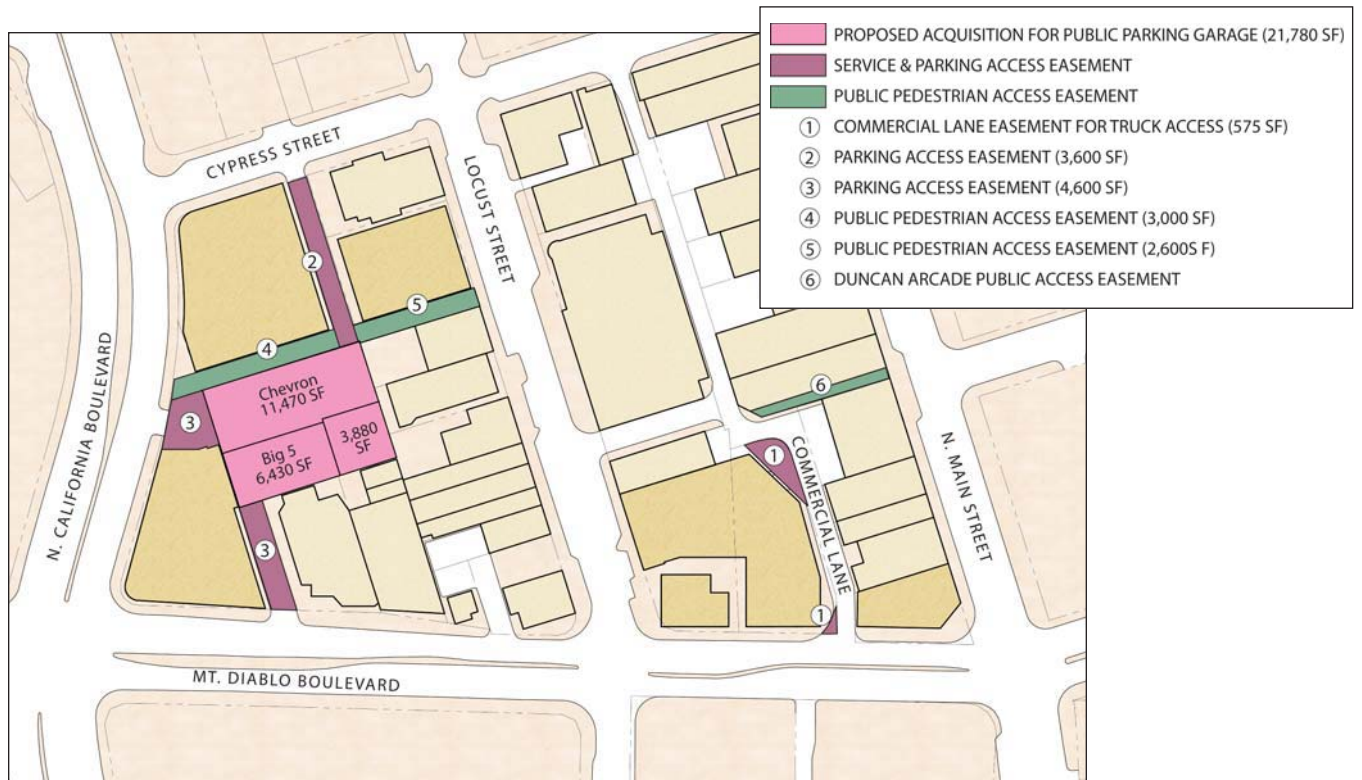
**Pedestrian Access:** To provide north-south pedestrian access to the new parking structure from Mt. Diablo Boulevard, the existing sidewalk on the west side of the Big 5 building should be improved in conjunction with the development of the garage.

To provide an east-west pedestrian link with Locust Street and N. California Boulevard, a 20-foot wide paseo should be created along the south property lines (preferably) of the McDonald's and Cralyn Building sites, by purchase or dedication (Figures 11 and 23). This mid-block link should connect the new parking garage through to Locust Street to provide a more direct route for pedestrians accessing the parking structure building.

To improve pedestrian accessibility from areas west of California Boulevard, an east-

west mid-block crosswalk will be studied in conjunction with the development of the parking garage for California Boulevard between Mt. Diablo Boulevard and Cypress Street. Similarly, to improve pedestrian accessibility between the Traditional Downtown areas and south of Mt. Diablo Boulevard, a north-south mid-block crosswalk will be studied between California Boulevard and Locust Street, also in conjunction with the development of the parking garage (Figure 26).

**Ground-Floor Retail:** The ground level of the garage along the east-west paseo at the N. California Boulevard frontage could be activated with commercial, retail or restaurant uses (Figure 20). New commercial uses in this location may not be feasible unless the McDonald's site has redeveloped in advance of the parking garage.



**Figure 18: Proposed Easements and Dedications**

**Table 1: Land Assembly Required for Public Parking Garage**

Parcel	APN	Total Area (sq. ft.)	Area Needed for Garage (sq. ft.)
Chevron	178-160-029	33,628	13,370
Big 5	178-160-023	20,541	6,430
Parking lot linked to 1343 Locust St.	178-160-024	3,900	3,900
Total Garage Site (Approximate)			23,700

*Note: All areas need to be confirmed through more detailed survey work.*

**Parking Priorities:** In the allocation of parking spaces within the new garage, it is recommended that priority be given to the following (see Table 2):

- Replacement parking and service space for uses that currently own or have easements on the garage site for surface parking stalls (approximately 51 spaces).
- Replacement parking for spaces lost to the service alley and east-west paseo on the Opportunity Site 5 (approximately 35 spaces).
- Approximately 28 spaces of in-lieu parking credit that would be purchased for retail development of Opportunity Site 1 (after it is sold and redeveloped for commercial use).
- Parking for expanded or new retail uses (as available).
- Parking used as an incentive to redevelop private parking lots with infill buildings or as paseos, plazas or courtyards.

**Site 4: Mt. Diablo Boulevard / N. California Boulevard Site**

The existing Chevron service station at the northeast corner of Mt. Diablo and N. California Boulevards provides a valued service to the downtown, and the owner, the Chevron Corporation, has expressed the intention to maintain and improve the gas station portion of the business. As such, the Specific Plan recognizes that the use may remain as it currently exists for the foreseeable future but provides guidelines for two alternatives to redevelop the site.

**Long-Term Redevelopment (Alternative A):**

Under Alternative A, the gas station use would be removed and the site would redevelop with Pedestrian Retail commercial uses that are consistent with existing General Plan and Redevelopment Plan policies and goals. As depicted in Figures 19 and 20, the existing 35’/50’ height limit would be retained over the majority of the site, with the exception of the 12,000-square-foot portion of the property that would be acquired and used for the parking garage. This height would allow three levels of retail or a mixed use retail/office type of development over the remainder of the site. As an incentive for the land owner to provide the



*(Existing)*



*(Conceptual)*

**Figure 19: View of Opportunity Site 4 depicting a 35' height limit (Option A) and Opportunity Site 5 from Mt. Diablo Blvd. and N. California Blvd.**

land needed for the parking garage, a number of parking stalls to serve the new development could be provided within the new garage.

The redevelopment of the Chevron service station site, if consistent with Alternative A, should reinforce the commercial viability of the downtown, with ground-floor retail uses and upper-floor uses, such as offices, by providing parking for all uses in the adjacent parking structure.

**Ongoing Use as a Gas Station (Alternative B):** In Alternative B, the gas station use would remain and the 12,000-square-foot portion

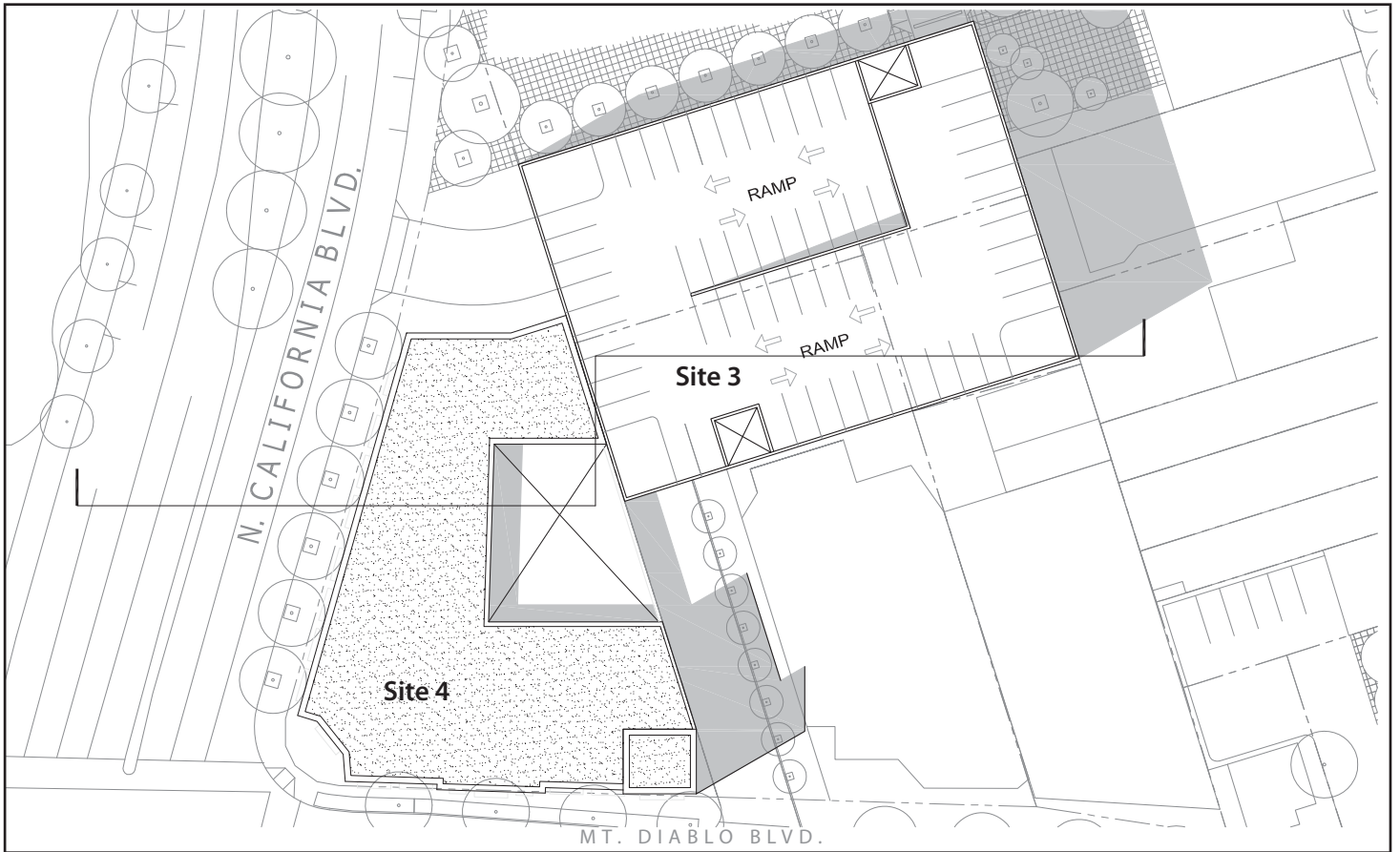
of the property would be acquired for the parking garage. The Specific Plan would allow redevelopment and reinvestment in a portion of the existing gas station site to facilitate the new parking garage on Opportunity Site 3. As noted previously, although the Chevron gas station is a long-standing use in this location, it is not currently permitted by the General Plan, the Redevelopment Plan, or the zoning district. Implementation of Alternative B will require an amendment to these regulations that would make the service station a conforming use, provided that it conforms to the policies, development standards and design guidelines of the Specific Plan.

**Table 2: Potential Allocation of Public Parking Garage Spaces**

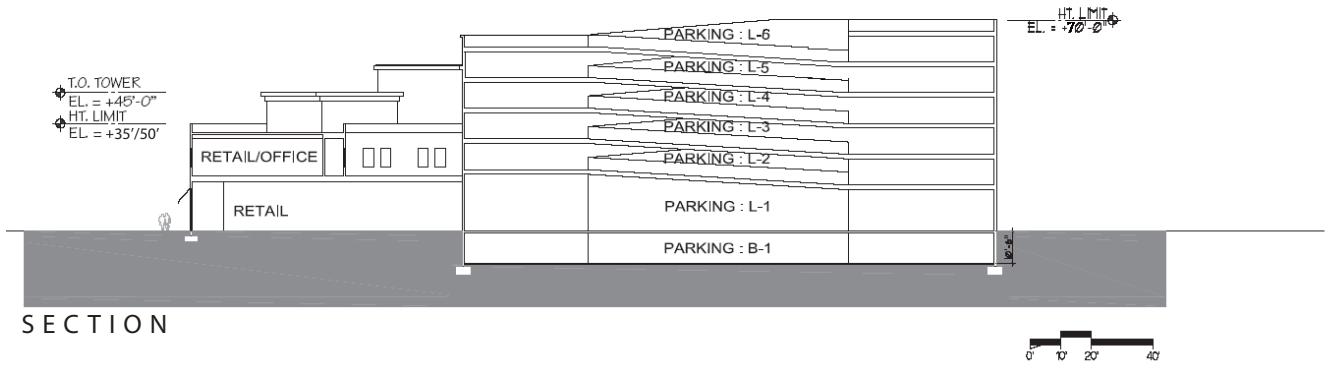
Opportunity Sites	New Parking Garage
<b>Opportunity Site 1: N. Main St. / Mt. Diablo Blvd. Corner</b>	
• Displaced existing metered public parking	-
• New parking to serve future development	28
<b>Opportunity Site 3: Parking Garage</b>	
• Displaced existing surface parking owned by Chevron	26
• Displaced existing surface parking for Big 5	15
• Displaced existing surface parking for 1343 Locust St.	10
<b>Opportunity Site 4: Mt. Diablo Blvd. / N. California Blvd.</b>	
• New parking to serve future Alternative A development	100**
<b>Opportunity Site 5: McDonalds</b>	
• Displaced existing parking for paseo and service alley	30
• New parking for ground level retail	45**
<b>Opportunity Site 6: 1373-75 Locust St.</b>	
• New parking for ground level retail	25**
TOTAL	279

\*\*if available





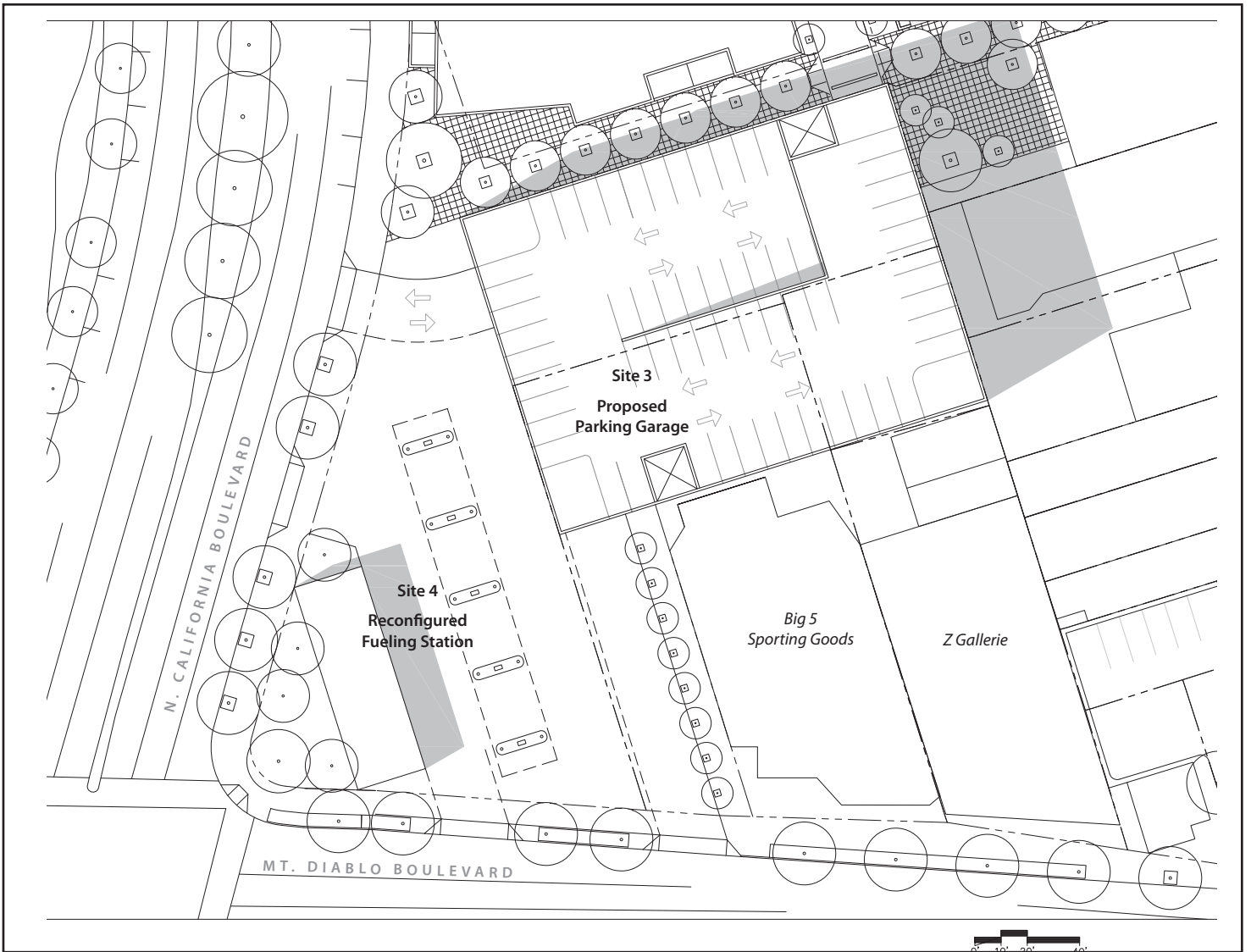
SITE PLAN



SECTION

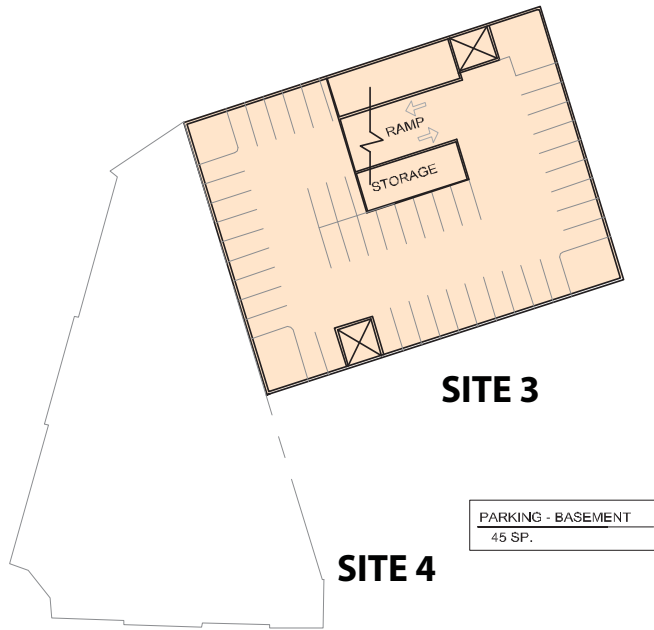
**Figure 20: Opportunity Sites 3 and 4 (Option A) Illustrative Concept Roof Plan and Section**

*Note: This drawing is illustrative. The base map dimensions are approximate and not based on a detailed survey. Although only 2 commercial levels are depicted on Opportunity Site 4, a 35'/50' height limit would likely allow a third level.*

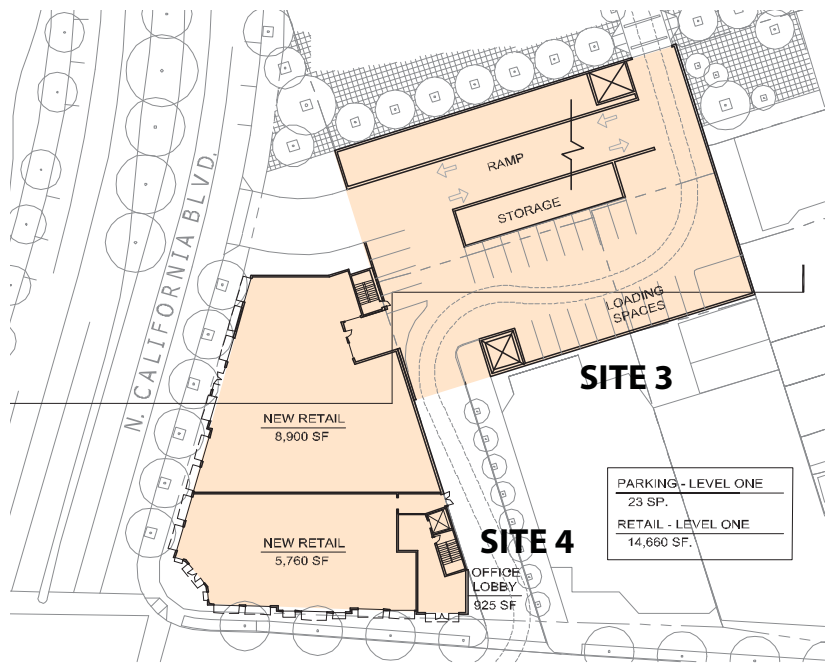


**Figure 21: Opportunity Site 4: Illustrative Concept Plan (Option B)**

*Note: This drawing is illustrative. The base map dimensions are approximate and not based on a detailed survey.*



1  
A1-01 **PARKING - LEVEL B1**  
1"=40'-0"



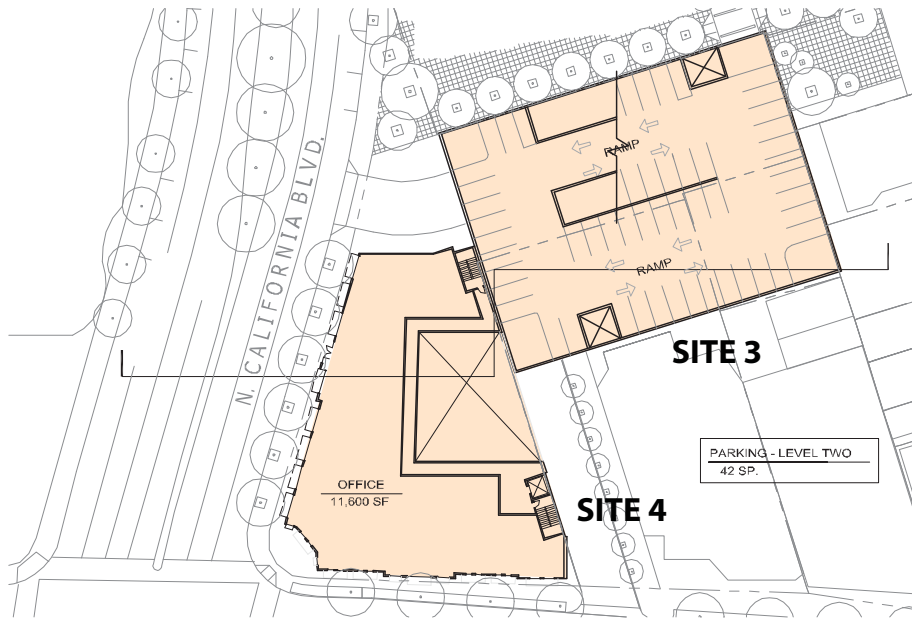
2  
A1-01 **GROUND FLOOR PLAN**  
1"=40'-0"

**Figure 22: Opportunity Sites 3 and 4 (Option A) Illustrative Concept Floor Plans** (cont. on pg.57-58)

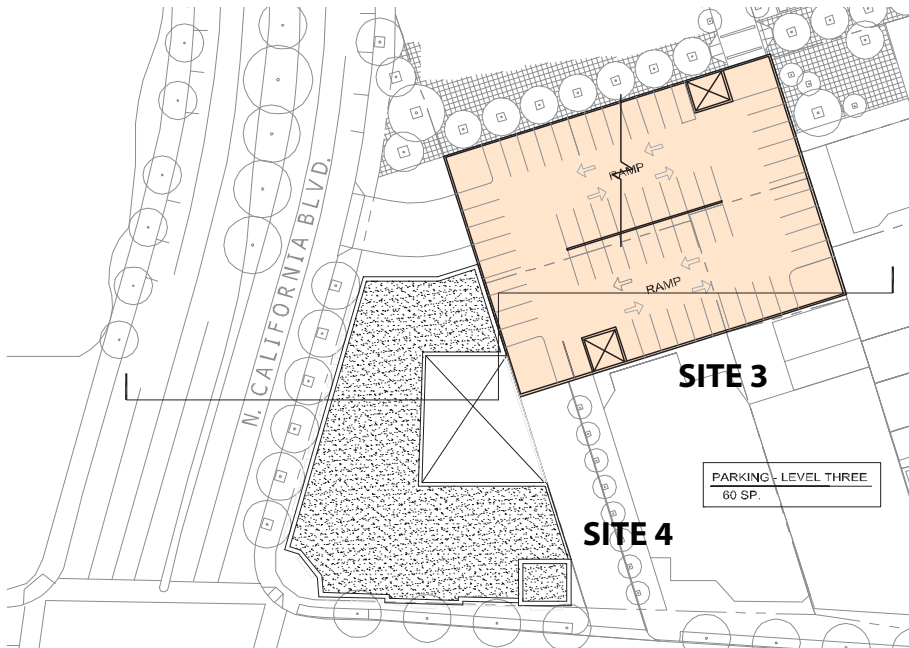
Although only two commercial stories are depicted in this illustration of Opportunity Site 4, the 35'/50' height limit would likely accommodate a third story in this location, if desired.

*Note: This drawing is illustrative. The base map dimensions are approximate and not based on a detailed survey.*

*Although only 2 commercial levels are depicted on Opportunity Site 4, a 35'/50' height limit would likely allow a third level.*

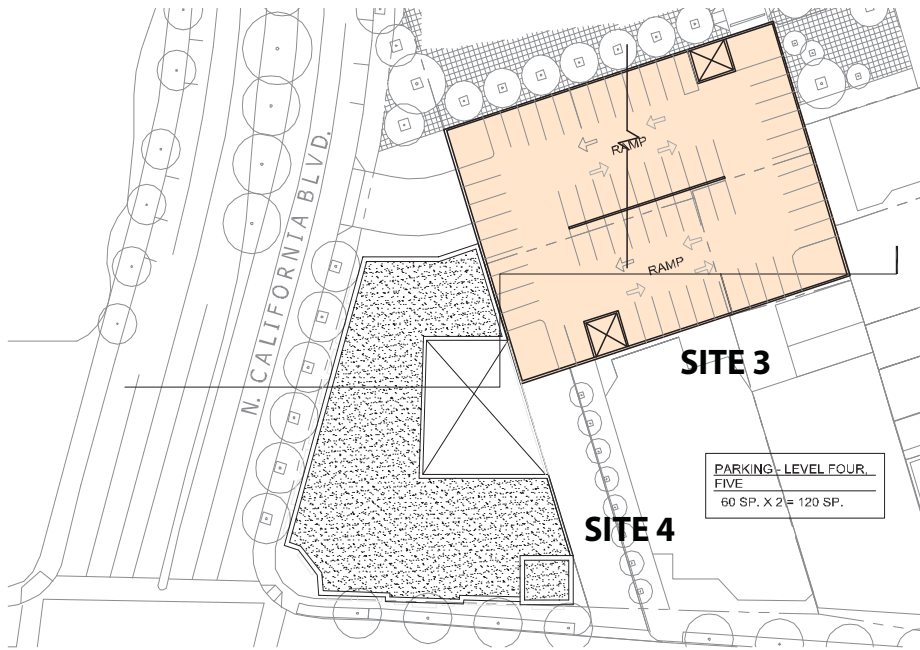


3 SECOND FLOOR PLAN  
A1-01 1"=40'-0"

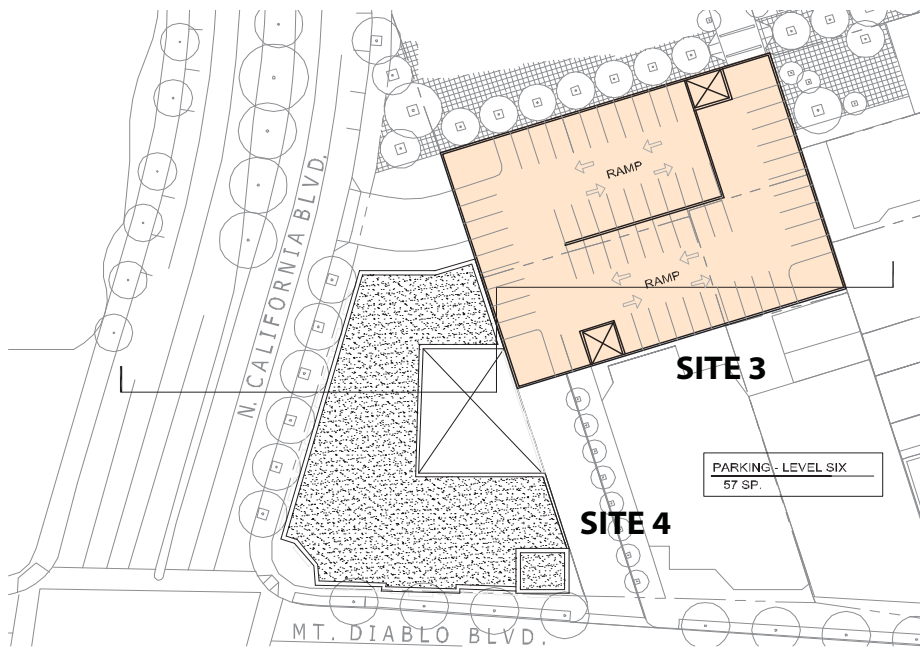


4 THIRD FLOOR PLAN  
A1-01 1"=40'-0"





5 **FOURTH FLOOR PLAN**  
 A1-01 1"=40'-0"



6 **FIFTH FLOOR PLAN**  
 A1-01 1"=40'-0"

Any improvement or expansion of the existing automotive service use shall meet the following development conditions:

- The 12,000-square foot portion of the property shown on Site 3 would be acquired by the City for the parking structure.
- The existing facility shall be configured to allow for construction of, and access to, the parking garage on Site 3, as described above. Access easements shall be provided from both N. California and Mt. Diablo Boulevards.
- The site shall maintain fueling as the dominant use. Automotive repair is a desirable, but not a required, secondary activity.
- Introduction of a retailing use (such as a Chevron mini-mart or Extra Mile store) at the corner of Mt. Diablo and/or N. California Boulevards shall be designed with a street orientation, consistent with the development standards and design guidelines described for ground-level retail uses.

**Building Height:** The maximum height of development on this site shall be 50 feet. Along the street frontages, the height shall be limited to 35 feet or 2 stories (consistent with the General Plan and zoning height regulations).

**Ground-Level Uses:** Retail will be the predominant ground-level use with opportunities for a larger two- or three-story retail or mixed use development of 20,000 to

30,000 square feet in size, consistent with the 1.25 FAR (Figure 22).

**Architectural Massing:** If developed consistent with Alternative A, the project should be designed to create an attractive gateway into the downtown along Mt. Diablo and N. California Boulevards, with active and transparent store-fronts and a strong corner treatment at this key intersection. The building should be designed with volumetric changes in the façade and roof line that break up the massing and that avoid a monolithic appearance.

**Site and Service Access:** One curb-cut for driveway access will be permitted along N. California Boulevard, provided that it is located at least 100 feet from the Mt. Diablo Boulevard intersection. This driveway curb-cut should also provide access to the public parking structure. All service access and loading shall be from the interior of the block.

**Parking:** The full parking requirement for future development on this site may be made available in the proposed parking garage (Site 3) as an incentive for cooperation in development of the parking garage and access to it. Direct pedestrian access between the garage and upper-level development could also be provided if appropriate.

### Site 5: Cypress Street / N. California Boulevard Site

The site, currently occupied by McDonald's restaurant, provides a key opportunity to replace an auto-oriented use with more intensive and pedestrian-oriented mixed use development. The site has strong potential to provide a significant ground-level retail use, with a range of upper-level uses that could include hotel, office or residential. The potential redevelopment of this site is depicted in Figures 23 and 24.

**Easements:** As a condition of development and intensification, two key access easements will be required (Figures 18 and 23):

- To achieve the north-south service alley through the block and to provide access/egress to the proposed parking garage, the easternmost 25 feet of the property shall be dedicated to the City of Walnut Creek for vehicular and service access (similar to Commercial Lane).
- To provide for public pedestrian access to the public parking garage, and for a future paseo between N. California Boulevard and Locust Street, the southernmost 20 feet of the property shall be dedicated and improved as a pedestrian paseo.

**Building Height:** Development shall be permitted to a height of 70 feet, provided that all development above 35 feet is stepped back by at least 10 feet from the street frontages (See Figures 8 and 23). Figure 23 illustrates a 70-foot tall building with six stories above ground. Under measure A limitations, a maximum of six stories is allowed.

**Development Intensity:** The commercial Floor Area Ratio (FAR) for this site is a maximum of 2.0. In addition, an FAR bonus to allow a maximum FAR of 3.5 on Opportunity Site 5 will be available for development of a downtown hotel. The maximum density of new residential development is determined by the Planning Commission on a case-by-case basis through the approval of a Conditional Use Permit.

**Architectural Massing:** The building design should be articulated to express a clear building base and top and broken up in both the horizontal and vertical planes to avoid a monolithic appearance.

**Ground-Level Uses:** Active ground-level retail and restaurant uses should be located along the majority of the Cypress Street and N. California Boulevard frontages. If the site is developed for a hotel use, the most public elements of the hotel, including the restaurant, lobby/lounge, pre-function and meeting spaces, should be situated at the street level (Figure 24).



Opportunity Site 5: Cypress Street / N. California Boulevard and Opportunity Site 6: 1373-75 Locust

At the time a development application is submitted, it may be appropriate for the City to consider providing additional minor incentive(s) to facilitate the inclusion of restroom facilities that are visible, welcoming and open for general public use. Any incentives that are considered should not compromise the intent of the Specific Plan regarding provision of public amenities, building design, or site design elements.

**Service and Parking Access:** All service and parking access should be from the north-south service alley. No additional curb cuts will be permitted from Cypress Street or N. California Boulevard.

**Parking:** Parking requirements for ground-level retail use may be accommodated in the new public parking garage. All other parking should be provided on-site. It is estimated that approximately 100 parking spaces could be provided in two subterranean levels (Figure 24).

Alternatively, the property owner may wish to explore partnering with the City to develop the parking garage as a joint venture that provides both private and public parking opportunities within one structure. Such a partnership will be studied further, but should be accomplished at the same time as commercial development of Site 4.

#### **Site 6: 1373-75 Locust Street Site**

This 0.34-acre site is developed with the Cralyn Building (1373-75 Locust Street), a two-story building that is currently occupied by the Kitchen Table retail store and other businesses. Although not originally considered as an opportunity site, the Cralyn Building property

owners expressed an interest in redeveloping the property early in the planning process. One potential redevelopment option for this site is depicted in Figures 23 and 24, and the preferred location for the future paseo is also shown in Figure 18. This site may be redeveloped as shown in the illustrative concept plans, or as allowed by the zoning and consistent with the Development Standards of the Specific Plan and design guidelines pertaining to Site 6.

This is one of the few parcels left in the Traditional Downtown that maintains an on-site surface parking lot along a primary street frontage. It would be desirable to encourage retail continuity along Locust Street. This could occur if the parking lot area or total site were redeveloped in an appropriate or compatible scale to the adjacent buildings in the Secondary Study Area. This becomes a stronger possibility with the establishment of a new service alley behind Opportunity Site 6 (Figure 18), which could also provide access to new subterranean parking serving the businesses or residential uses on this site.

In addition, the Specific Plan identifies this site as the location of a future pedestrian paseo that would provide mid-block access from the new parking garage, from N. California Boulevard to Locust Street.

**Easements:** To provide for public pedestrian access to the parking garage and for a future paseo between N. California Boulevard and Locust Street, the southernmost 20 feet of the property shall be dedicated and improved as a pedestrian paseo (Figures 18 and 24) at the time of redevelopment. If this site does not redevelop, an alternative location for the pedestrian paseo,



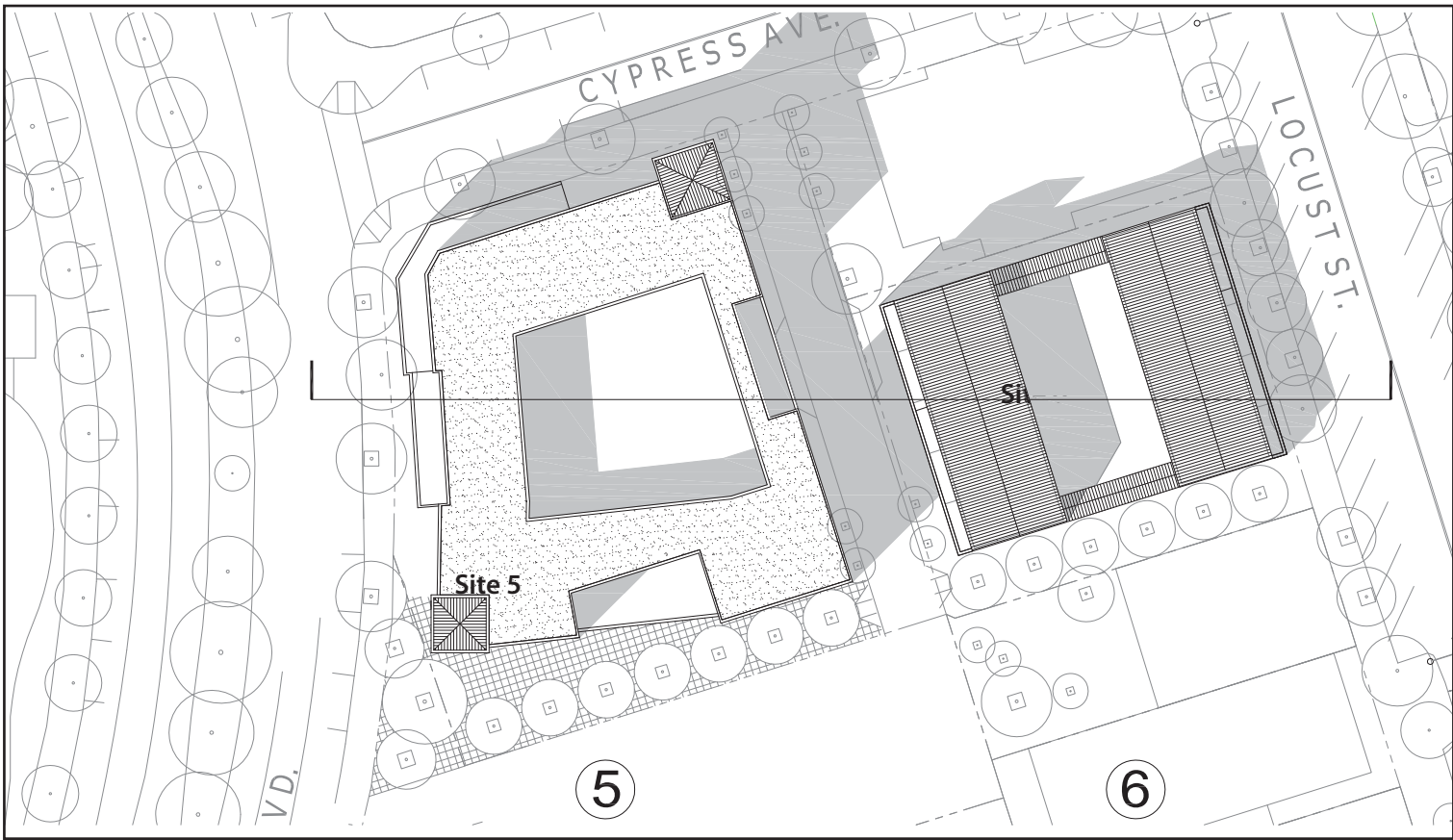
perhaps through the site's surface parking lot, could be studied further.

**Building Height:** The maximum height of development on this site shall be 50 feet. Along the street frontage, the height shall be limited to 35 feet or 2 stories (consistent with the General Plan height regulations). The first story of the new structure shall maintain the scale of existing businesses along Locust Street (Figure 8).

**Ground-Level Uses:** Active ground-level retail, restaurant or commercial uses should be located along the Locust Street and may be considered along the paseo frontages. Lobby frontages should be minimized and, to the extent practical, located along the paseo to maintain maximum retail continuity along Locust Street (Figure 24).

**Architectural Massing:** The massing of the building should be carefully composed to reflect the smaller increments of development along Locust Street, including horizontal and vertical plane changes.

**Service and Parking Access:** All service and parking access to the property should be from the planned north-south service alley or from the existing access easement on the Crogan's property, located at the southwest corner of Cypress Street and Locust Street. No curb cut or driveway access will be permitted from Locust Street.



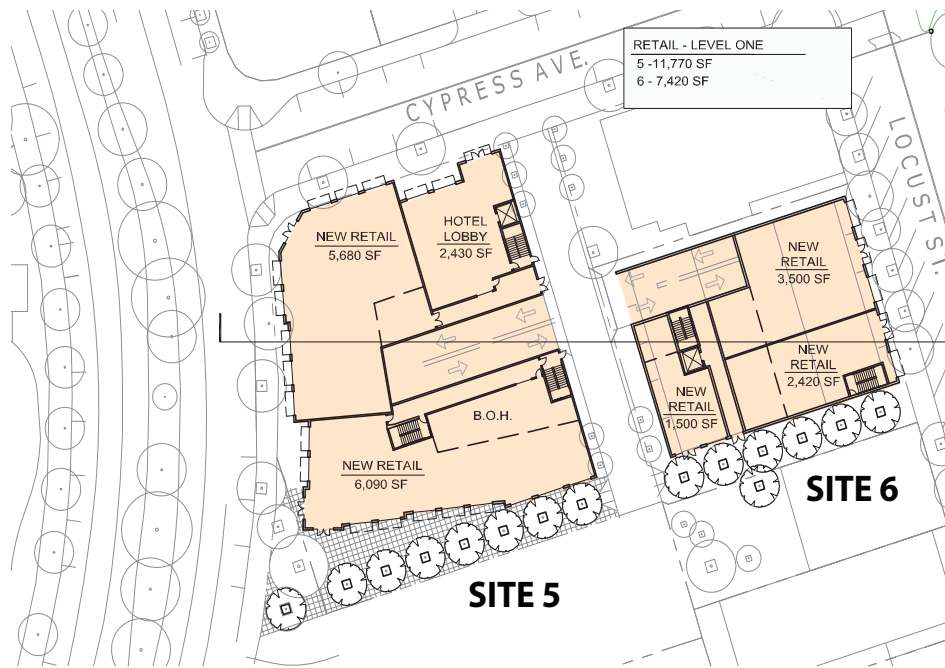
SITE PLAN



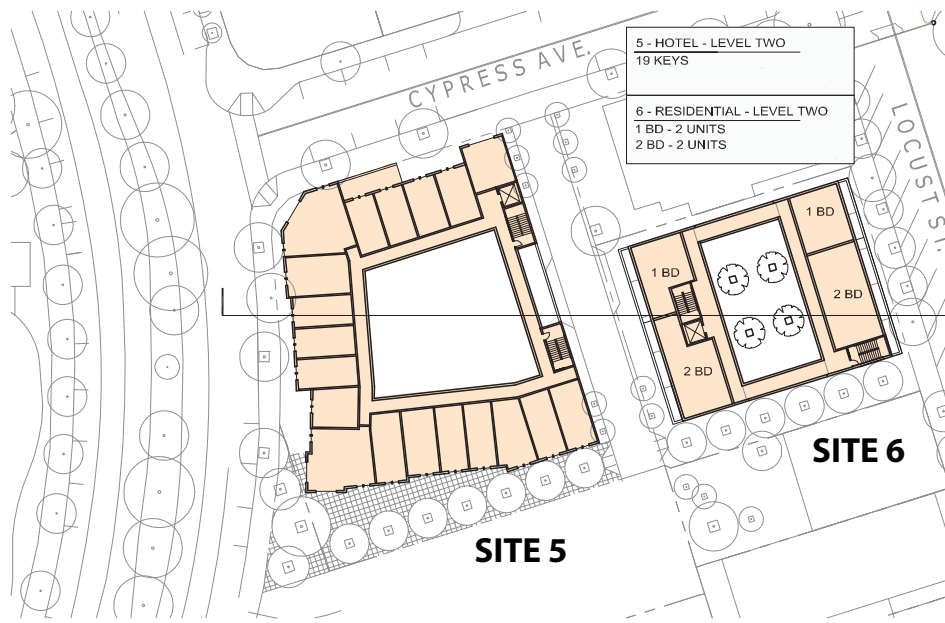
SECTION

**Figure 23: Opportunity Sites 5 and 6 Illustrative Concept Site Plan and Section**

*Note: This drawing is illustrative. The base map dimensions are approximate and not based on a detailed survey.*



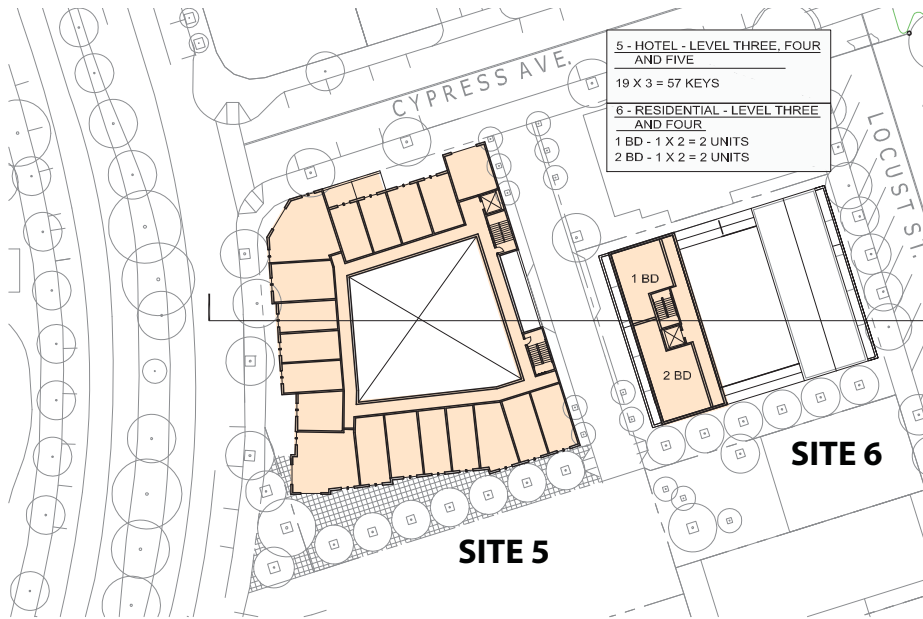
5 **GROUND FLOOR PLAN**  
 A1-01 1"=40'-0"



6 **SECOND FLOOR PLAN**  
 A1-01 1"=40'-0"

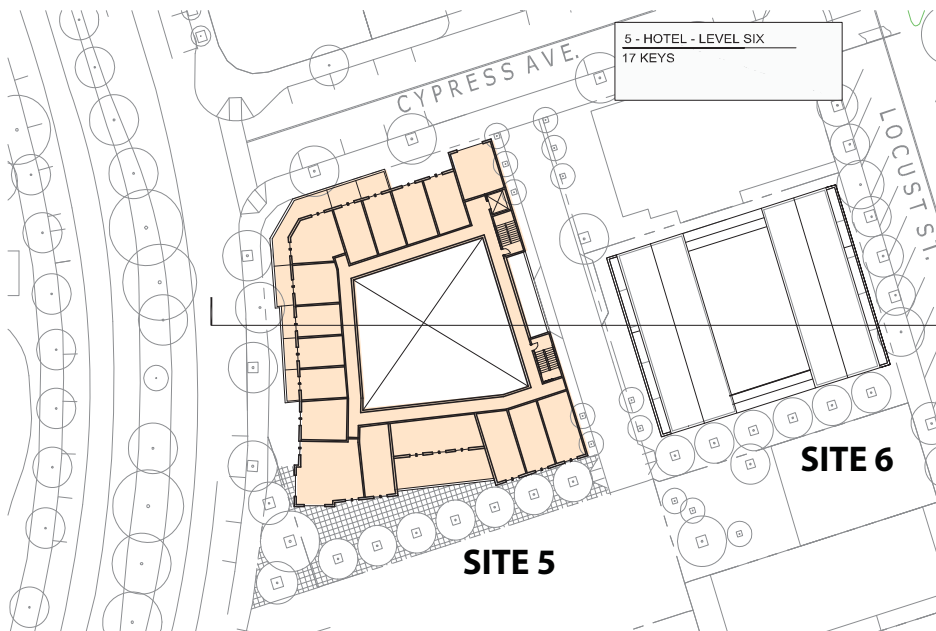
**Figure 24: Opportunity Sites 5 and 6 Illustrative Concept Floor Plans (cont. on pg.65-66)**

*Note: This drawing is illustrative. The base map dimensions are approximate and not based on a detailed survey.*



**2**  
A1-01

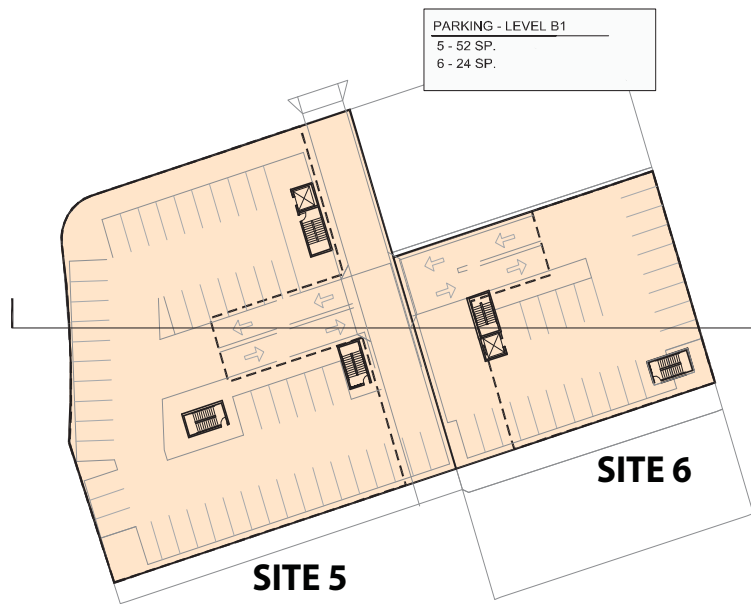
**THIRD FLOOR PLAN**  
1"=40'-0" (Same floor plan for levels 4 & 5)



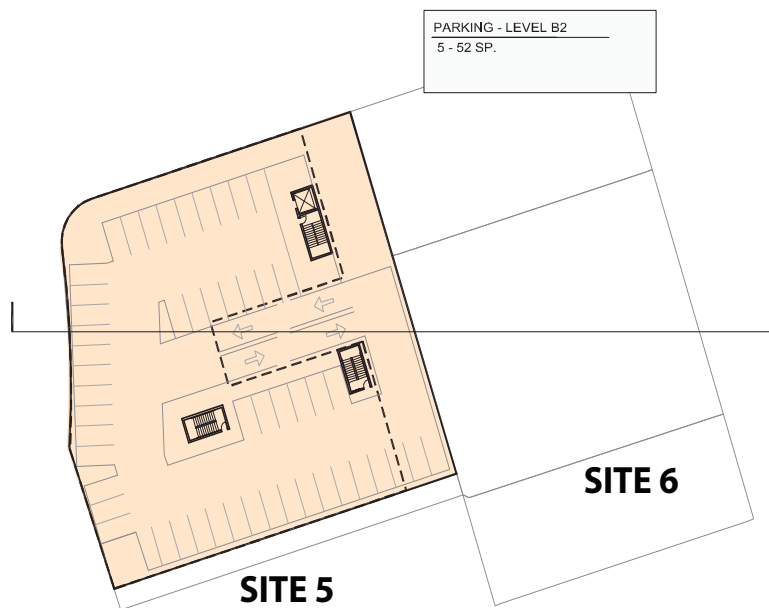
**3**  
A1-01

**SIXTH FLOOR PLAN**  
1"=40'-0"





9  
A1-01 **PARKING - LEVEL B1**  
1"=40'-0"



8  
A1-01 **PARKING - LEVEL B2**  
1"=40'-0"

## **Policies for Other Sites**

The following policies are intended to provide design direction for any improvements that may be pursued on four sites that offer additional opportunities to enhance the retail and pedestrian environment of the area:

### ***Parking Lot of former Masonic Temple Site:***

Encourage redevelopment of the existing parking lot on the north side of the former Masonic Temple (on the northwest corner of Locust Street and Mt. Diablo Boulevard) as either an infill building (to reinforce the continuity of the Locust Street storefronts) or as a public plaza or courtyard. As an incentive, allow purchase through the in-lieu parking program of replacement parking for 15 surface parking spaces.

### ***Duncan Arcade Building (1341 N. Main Street):***

In its current configuration, the Duncan Arcade does not live up to its potential as a publicly oriented and welcoming passageway. The Specific Plan recommends that the City work with the property owner to improve the arcade as a more attractive and pedestrian-friendly corridor, with improved identity for the tenants. Improvements might include the following: Additional architecturally compatible lighting, skylights, raising or removing the arcade roof, and installing planted screening between the arcade and Commercial Lane. The arcade currently meets Commercial Lane at an angle, impeding the ability of drivers traveling from the north to see pedestrians entering the crosswalk. Improvements to the arcade should be coordinated with modifications to Commercial Lane to correct the sightline and safety problems (Figure 25).

### ***Commercial Lane (from Mt. Diablo Boulevard to Duncan Arcade):***

Within the Specific Plan study area between Cypress Street and Mt. Diablo Boulevard, Commercial Lane is a mid-block service alley providing access for large trucks and other vehicles to serve commercial properties facing N. Main and Locust Streets. The Specific Plan studied this portion of Commercial Lane and noted the benefits to truck circulation in realigning or straightening the roadway where it intersects with the Duncan Arcade and the driveway into the S. Locust Street parking structure. The realignment can be implemented to a large extent at the time of redevelopment of Opportunity Site 2.

In addition, with redevelopment of Sites 1 and 2 and with significant public-private cooperation, it may be possible to transform Commercial Lane into a multi-purpose paseo. The rear façades of businesses facing Commercial Lane could be enhanced and this alley could become another pedestrian-oriented street front in the downtown with store entrances, display windows and outdoor cafés. The lane itself could be reconstructed using ornamental pavers, lighting, benches, etc. It may even be possible to close this part of Commercial Lane periodically to create an auto-free zone in the Traditional Downtown, where periodic outdoor activities or celebrations could be accommodated. The Specific Plan recommends that the feasibility and cost of implementing this idea be studied further.

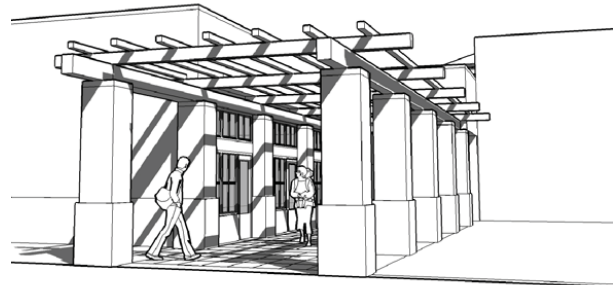
It is strongly desired that this part of Commercial Lane area be redeveloped as a multi-purpose paseo as described above. Future developers of Opportunity Sites 1 and 2 shall work with the City to implement a reconfiguration of Commercial Lane in

conjunction with their future projects, if it proves to be reasonably feasible.

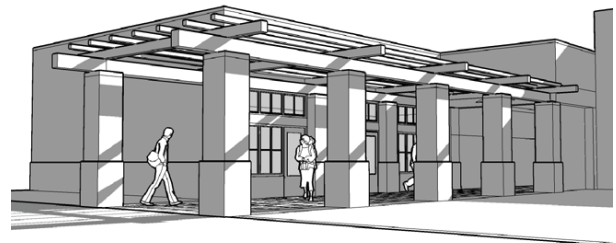
**Rear of 1359 Locust Street (Taqueria and Vietnamese Restaurants):** The building at 1359 Locust Street has a 60-foot-deep rear yard, now used as a parking lot and service area. If a paseo is developed on the adjacent Cralyn Building site (1373-75 Locust Street), the rear yard could be reconfigured for use as a mid-block plaza or courtyard, providing a possible outdoor dining location. In that case, replacement parking of approximately 10 spaces could be purchased through the in-lieu program in the new parking garage, and the site could be serviced from the north-south service alley.



*View from East along Main Street*



*Views from Commercial Alley*



*Arcade View from Main Street*

**Figure 25: Duncan Arcade  
Illustrative Improvement Concept**

# CIRCULATION AND PARKING

Since the project area is already a well-established district of the downtown, the Specific Plan does not propose any significant changes to the circulation system or to the basic pattern of streets and blocks in the area. However because of the historic dominance of auto-oriented uses along Mt. Diablo Boulevard and California Boulevard, the pedestrian environment of the project area requires significant upgrades. Expanding sidewalks, creating a finer network of promenades and paseos, and concealing loading and parking will make the area a more vibrant retailing destination that is appealing to pedestrians. Facilitating rear service access to existing and future businesses and increasing the supply of public parking will further reinforce the pedestrian environment and enable smaller parcels to redevelop at a scale that is in keeping with the Traditional Downtown.

## Circulation Objectives and Policies

**Objective CIRC-1 – Pedestrian Network:** *Expand and reinforce a pedestrian-scaled network of paseos, plazas and courtyards in the Specific Plan area.*

Today, much of the project area contains auto-oriented service uses, such as auto repair shops, a gas station and a fast food restaurant. Narrow sidewalks and large blocks discourage pedestrian traffic and impede retail activity. To make the project area more appealing to pedestrians, the plan proposes that narrow sidewalks be widened to allow for pedestrian activity and outdoor seating. Through-block passageways, with linkages to new and existing parking facilities

will be particularly important in changing the character of the area, and in encouraging a “park once” approach rather than multiple vehicular trips. As the pedestrian activity in the project area intensifies, mid-block crossings of N. California Boulevard and Mt. Diablo Boulevard should also be explored (Figure 26).

**Policy CIRC 1.1:** Coordinate with the owners of the Duncan Arcade to improve the attractiveness and safety of this important public passageway between N. Main Street and Commercial Lane and secure it as a public pedestrian easement.

**Policy CIRC 1.2:** Widen the sidewalk on the north side of the building located at 1320 Locust Street between Commercial Lane and Locust Street by removing the existing planter strip against the face of the building.

**Policy CIRC 1.3:** Develop a new through-block pedestrian passage on the block between Locust Street and N. California Boulevard to break down the scale of the large block for easier pedestrian use and to provide access to the proposed parking garage.

**Policy CIRC 1.4:** Require designated opportunity sites to contribute to the system of paseos and courtyards at the time of redevelopment consistent with Specific Plan diagrams. Incentives have been incorporated into the Specific Plan, where possible, to compensate for the loss of developable property to paseos or service alleys. Incentives include height and floor area ratio increases, changes in land use restrictions with compliance with the plan development vision, and provision of in-lieu parking opportunities to



support redevelopment that is consistent with Specific Plan goals, although not all incentives have been directed to all opportunity sites.

*Policy CIRC 1.5:* Encourage improvements to pedestrian crosswalks between the north and south sides of Mt. Diablo Boulevard and the east and west sides of N. California Boulevard. Explore the potential for mid-block pedestrian crossings on Mt. Diablo Boulevard between N. California Boulevard and Locust Street and on N. California Boulevard between Mt. Diablo Boulevard and Cypress Street to provide better access to the proposed parking garage (Figure 26).

**Objective CIRC 2 – Public Parking:** *Augment the supply of off-street public parking north of Mt. Diablo Boulevard to improve the ease of public parking, to encourage visitors to “park once and walk,” to support existing and future retail uses in the Traditional Downtown, to intercept traffic entering the downtown, and to allow properties in the Specific Plan area to improve or redevelop modestly, if appropriate, without the burden of on-site parking.*

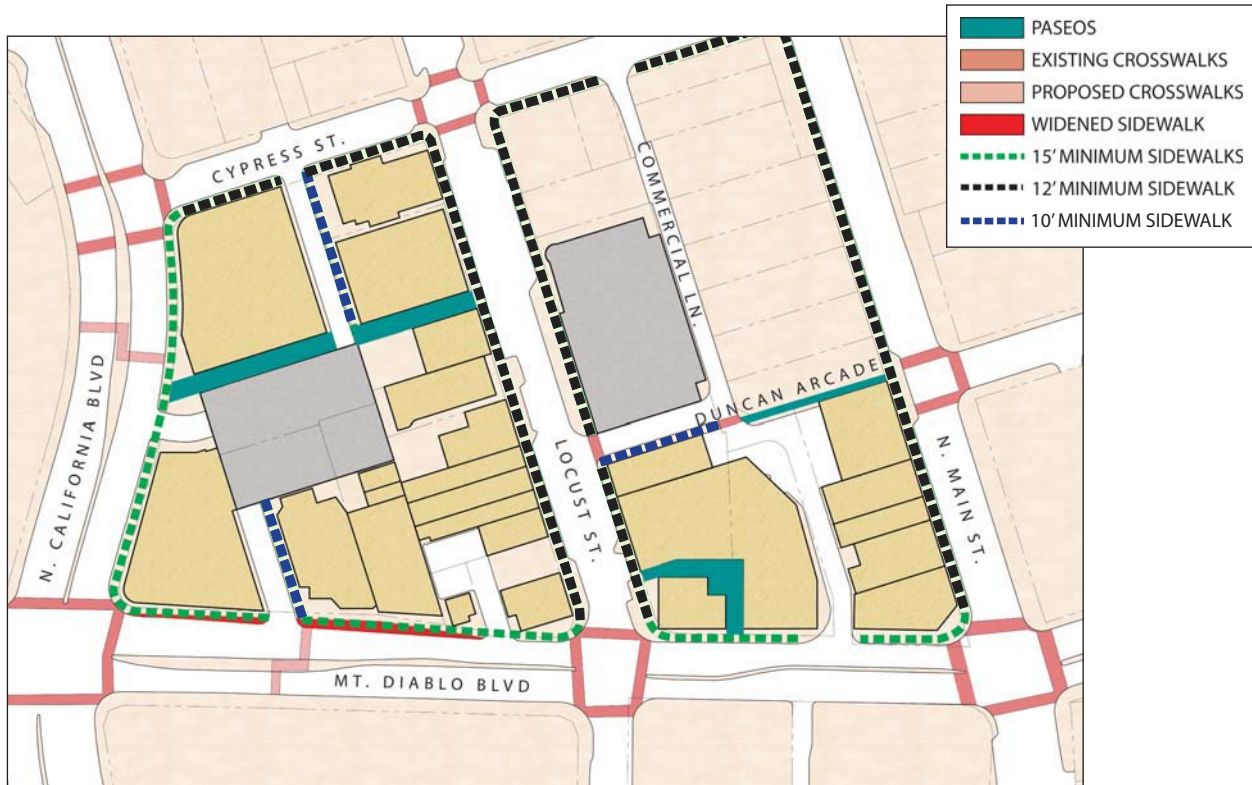
Parking within the study area is reaching capacity. During the peak mid-day period, the South Locust Parking Structure and the on-street parking spaces are often completely occupied. Parking spaces are available in the N. Locust Street and Broadway parking structures as well as in many of the private parking lots and garages. To increase the amount of retail activity in the project area and still maintain the small incremental pattern of urban development that is characteristic of the planning area, additional public parking will be important if the new development envisioned by the Specific Plan is to be supported. The Specific

Plan identifies a site on existing surface parking lots in the middle of the block bounded by N. California Boulevard, Cypress Street, Locust Street and Mt. Diablo Boulevard. The area in the middle of this block is utilized for surface parking and falls on three different properties that are traversed by a tangle of easements. A publicly accessible parking garage on this site, whether City-owned or constructed through a public/private partnership, will support the introduction of new uses and facilitate service access for all adjacent property owners. The proposed 335-space, multi-level garage could require the acquisition of private land by the City or its partners and will require the cooperation of adjacent property owners. The resulting parking garage would significantly relieve the burden of on-site parking for participating property owners.

*Policy CIRC 2.1:* Work with private property owners on the block bounded by Mt. Diablo Boulevard, N. California Boulevard, Locust Street and Cypress Street to assemble land on existing surface parking lots for a publicly accessible parking garage in the interior of the block. (See Land Use chapter and Development Standards for Site 3.)



*While Commercial Lane will retain its primary service role, consideration should be given to its redesign as a pedestrian paseo, like this example in San Francisco.*



**Figure 26: Public Pedestrian Ways**

*Policy CIRC 2.2:* Ensure that all development within the project area shall be subject to the City of Walnut Creek loading and parking standards.

*Policy CIRC 2.3:* Encourage new development to incorporate the use of shared and/or tandem parking strategies and the use of in-lieu fees for off-site centralized parking as provided in the Pedestrian Retail zoning parking standards to promote a “park once and walk” behavior, reducing the need for automobile trips.

**Objective CIRC - 3 - Commercial Lane**

**Enhancements:** Encourage the redevelopment of Commercial Lane between the Duncan Arcade and Mt. Diablo Boulevard into a multi-purpose paseo. Improve Commercial Lane to provide more efficient service vehicle access to existing and future businesses.

Commercial development of Opportunity Sites 1 and 2 will create an opportunity to re-purpose that portion of Commercial Lane service alley from the Duncan Arcade/South Locust Parking Structure driveway to Mt. Diablo Boulevard (about 250 feet) to allow more pedestrian-oriented uses. While Commercial Lane must retain its primary function to provide delivery, trash pickup, and other service access to businesses on the alley, the Specific Plan suggests that this area could be redesigned to become a multi-purpose paseo. The rear façades of businesses facing Commercial Lane could be enhanced and this alley could become another version of a pedestrian-oriented street front in the downtown with store entrances, display windows and outdoor cafés. The lane itself could be reconstructed using ornamental pavers, lighting, benches, etc. It may even be possible to close this portion of Commercial Lane periodically to create an auto-free zone in the

Traditional Downtown, where outdoor activities or celebrations could be accommodated. The Specific Plan recommends that the feasibility and cost of implementing this idea should be studied further.

*Policy CIRC 3.1:* Developers of Opportunity Sites 1 and 2 shall work with the City to implement a reconfiguration of Commercial Lane in conjunction with future projects, if it proves to be reasonably feasible.

*Policy CIRC 3.2:* Improve Commercial Lane to provide more efficient service vehicle access to existing and future development.

**Objective CIRC-4 – Service Access:** Provide access to parking and services from alleys, whenever possible, to minimize interruptions of the sidewalk and to maintain the continuity of retail frontage.

Service access to existing and future businesses is critical to the success of the retail district. Maximizing rear-service access through alleys will diminish the impact that on-street loading

has on the continuity of sidewalks by removing trucks from the main pedestrian and retailing corridors. Service access will be provided internally, but alleys should be designed to be visually pleasing. Both blocks have several constraints for service access alleys. Commercial Lane on the eastern block is a narrow road that requires modification to allow WB-40 trucks to maneuver behind the Main and Locust Street properties. Loading on the block west of Locust Avenue is achieved through a complex arrangement of reciprocal easements. As development occurs within the area, these constraints would be addressed through the reconfiguration of Commercial Lane and the creation of a new alley accessing the new parking garage, allowing trucks to navigate from Cypress Street or N. California Boulevard through the garage to Mt. Diablo Boulevard, and to service the businesses on that block (Figure 17).

*Policy CIRC 4.1:* Assemble land and public access easements to provide a north-south alley from Cypress Street to Mt. Diablo Boulevard adequate for WB-40 trucks to navigate the west



*Mt. Diablo Boulevard should be enhanced as a principal gateway to the downtown.*



*Locust Street has an informal and electric character that should be maintained.*



block. Align the alley to provide rear service access to existing and future businesses along Locust Street and Mt. Diablo Boulevard.

*Policy CIRC 4.2:* Improve the alignment of Commercial Lane on the east block by setting back development on Opportunity Site 2 and improve sight lines at the entrance to the Duncan Arcade.

## Streetscape Design Standards

***Mt. Diablo Boulevard Gateway:*** As the principal entry into the downtown, Mt. Diablo Boulevard should be designed as a lushly planted street with a procession of canopy trees on both sides of the street. The planting should help to visually reduce the wide scale of the street and to visually bring the two sides of the street together. As such, new trees should match the layout and spacing of the London plane trees (*Platanus x acerifolia*) that have been planted on the south side of the street in front of Olympia Place and elsewhere in the Core Area.

The median of Mt. Diablo Boulevard presents an opportunity to make a memorable statement at an important gateway to downtown Walnut Creek. It is now planted with one large and five small ash trees, along with shrubs and ground cover. The large ash is in scale with the wide street and has a strong presence, but the other trees do not hold their own against the street, adjacent buildings or the backdrop of Mount Diablo. The median should be redesigned. Midlevel shrubs that obscure drivers' views across the street should be eliminated. The median should include some special

acknowledgement of this important entry point into the downtown area: a monument marking the gateway, a significant piece of public art, or a procession of seasonal banners are all ideas that could be used here.

***Paving:*** For many years, new sidewalks within the Pedestrian Retail district have used interlocking concrete pavers to enhance the pedestrian experience. The use of pavers to provide more character and visual interest to sidewalks was first adopted by Broadway Plaza and later adopted by the City of Walnut Creek, first in the Traditional Downtown area and then in the entire Pedestrian Retail District. Similar paving shall be required when recommended by the Design Review Commission as part of the landscaping approval for larger development or remodel projects (City standard detail MS-6 and SD-8).

***Street Trees and Tree Grates:*** Street trees shall be planted at regular intervals, ranging from 20 to 40 feet. On Mt. Diablo Boulevard, trees shall be planted in six-foot-wide parkway strips to match the treatment in front of Olympia Place. Elsewhere, cast iron tree grates shall cover tree wells. While the typical application shall use a 48-inch-square tree grate (per City standard detail MS-4), special conditions may require smaller or larger grates.

***Locust Street Landscaping:*** Locust Street is characterized by a variety of tree species, including larger canopy and smaller ornamental trees planted in an informal and varied manner. This informal and varied layout should be maintained and filled in as appropriate.



**Other Streets Landscaping:** All other streetscapes shall be planted with a variety of trees, using large trees like the London plane, placed in wide sidewalks away from building façades (i.e., sidewalk widths greater than 12 feet), and smaller trees, such as Locust trees, where there are narrower sidewalks.

**Street Lights:** New and replacement street lights between intersections shall resemble the decorative downtown type (City standard detail TS-25). Subject to the photometric requirements and to the extent feasible and as determined by a photometric study prior to installation, street lights shall be laid out in a straight line parallel to the centerline of the street (even where the curb line varies) and shall be spaced equally along the street, paired symmetrically across the street. Streetlights at corners shall be mounted with traffic signals, in accordance with City standard details.

**Sidewalk Cafés:** Sidewalk café seating may occupy the sidewalk either against the building or adjacent to the curb, provided that a walking width of six feet is left clear of obstructions. Awnings may extend over the sidewalk but shall only be supported by the adjacent building. An Encroachment Permit, issued by the Public Services Department, must be obtained to allow any structure that encroaches into the public right-of-way, including any City sidewalk.

A Table and Chair Permit, renewed annually, is required by the City of Walnut Creek to allow adjacent businesses to have outdoor dining within the City's right-of-way. A Table and Chair Permit requires the business owner to insure the City against liability that could result from the private use of the sidewalk area. It

also requires the permit holder to maintain the cleanliness of the area that is used for private dining.

**Street Furniture:** As sidewalk space allows, benches, planters, water features and art pieces shall be encouraged in the public right-of-way. Privately installed street furniture requires an encroachment permit and shall be maintained by the abutting property owner or business.

# IMPLEMENTATION PLAN

The Specific Plan maintains the existing Pedestrian Retail land use designation and zoning set forth in the General Plan and the Zoning Ordinance, with the exception of Opportunity Site 4 - Alternative B (Chevron site). To implement the land use and design guidelines that are specified for the Specific Plan study area, the following General Plan amendments were adopted concurrently with the Specific Plan.

- 1. Floor Area Ratio.** *General Plan 2025* was amended to increase the maximum allowable floor area ratio (FAR) from 1.25 to 2.0 on Opportunity Sites 4 and 5 (Figure 9). In addition, an FAR bonus to allow a maximum FAR of 3.5 on Opportunity Site 5 was added for development of a downtown hotel.
- 2. Building Setbacks.** The General Plan Building Setbacks (*General Plan 2025*, Chapter 4, Figure 11) were amended to achieve the following:
  - Where new development occurs along Mt. Diablo and N. California Boulevards, new structures shall be set back so that sidewalks have an average width of 15 feet as measured along the property frontage from the existing face of curb to the outermost projection of the building at street level. In no case shall the dimension of the sidewalk be less than 12 feet.
  - Along Cypress Avenue and Locust St., new development shall be set back so that sidewalks have a dimension no less than 12 feet. To achieve this dimension, many new

buildings will need to be set two to five feet behind the public right-of-way. In the case of Opportunity Site 1 (City-owned parcel), where the property line lies in the street, the setback line shall be measured at least 15 feet from the face of the existing curb along Mt. Diablo Boulevard and at least 12 feet from the face of the existing curb along N. Main Street.

- 3. Height Increase.** As an incentive for redevelopment, the General Plan was amended to allow buildings on Opportunity Sites 3 and 5 (parking garage and McDonald's sites) to reach a maximum height of 70 feet, with building height step-backs along the street frontages of Opportunity Site 5.
- 4. Building Height Setback.** Within the Specific Plan study area, building height step-backs from the street frontages are defined as a minimum 10-foot step-back from the face of the building from a 35-foot maximum building height along the street frontage.
- 5. Amend Zoning Ordinance for Rooftop Uses.** The Specific Plan encourages the full use of rooftops, which offer some of the finest views of the city and surrounding region and opportunities for creative and sustainable design elements. To encourage and create incentives for better use of rooftops in the Specific Plan area, Municipal Code Section 10-2.1.303 (b) will be amended to create a definition for Building Height, Top Elevation within the Specific Plan area only.



*Bird's eye view of Specific Plan Area from southwest.*

This revision will allow rooftop structures that do not exceed 12 feet in height and are associated with solar collectors, rooftop gardens, and open air restaurants to be allowed over 80% of the horizontal roof area, when designed in architectural harmony with a building.

## **Environmental Impact Report**

The companion environmental impact report is a programmatic EIR that addresses most land use, transportation, parking, infrastructure and similar issues associated with future development in the Specific Plan study area. By preparing a Specific Plan and completing comprehensive environmental review of potential new development through the EIR, it is the City's goal to support new development

in the study area that meets the City's vision. New projects that are consistent with the Specific Plan will have been sufficiently analyzed in the adopted EIR. Environmental review of issues such as traffic, parking and visual impact will have been completed and any necessary mitigation measures established. In this way, preparation of a Specific Plan and EIR provide a strong incentive for future development to comply with the City's vision, streamlining the approval process by early consideration and mitigation of identified impacts.

Some site specific impacts, such as possible soil contamination, undiscovered archeological resources, or similar issues that require physical investigation of the site may still need to be addressed at the time a new project is proposed. Individual projects may require initial studies

to ensure review of any potential significant environmental impacts that were not addressed in the Specific Plan EIR.

### **City of Walnut Creek Project Implementation**

The Specific Plan identifies the following improvement projects that are necessary to complete the vision for the study area.

- Construction of a new parking garage.
- Preservation, establishment and possible acquisition of numerous identified paseos or pedestrian walkways through the study area.
- Improvements to the Mt. Diablo Blvd. median between California Blvd. and Locust Street.

In all cases (except the Mt. Diablo Blvd. median), the land where these public improvements are proposed is privately owned. The goal is to create public/private partnerships to assure the vision of the plan is achieved. The City may need to consider carrying the costs of constructing and operating these improvements in order to achieve the Specific Plan vision.

### **Implementation of Opportunity Site 3 - Parking Garage**

If the City determines to independently construct a publicly accessible parking garage containing approximately 335 parking stalls on Opportunity Site 3, it will likely require the following:

1. Acquisition and assembly of 0.55 acres of land and easements through dedication, donation, or purchase of land currently

owned by Chevron, Big 5 Sporting Goods, and the Dwulet Trust at 1343 Locust Street and currently used for surface parking, loading and vehicular circulation.

2. Acquisition of public access easements for a service alley from the owners of the McDonald's and Big 5 Sporting Goods sites.
3. Acquisition of a public access easement for the east-west paseo from the owners of the McDonald's and Cralyn building sites.

Although the new parking garage would remove some existing surface parking, this would be mitigated by the provision of a much larger number of publicly available parking stalls in the new garage, immediately adjacent to the existing retail buildings.

### **Implementation of Opportunity Site 4 — Alternative B**

In this alternative the Chevron gas station use would remain, and the Specific Plan would allow redevelopment and reinvestment in a portion of the existing gas station site to facilitate the new parking garage shown on Opportunity Site 3. As noted earlier, although the Chevron gas station is a long-standing use in this location, it is not currently permitted by the General Plan, the Redevelopment Plan or the Zoning district. Implementation of Alternative B will require an amendment to these regulations that would make the service station a conforming use, provided that it conforms with the policies, development standards, and design guidelines of the Specific Plan. These policy changes would be implemented in conjunction with the City's acquisition of the property needed for the parking garage.



The City of Walnut Creek and Chevron could enter into a Development Agreement. Such an agreement would ensure the necessary regulatory amendments to the General Plan, Zoning Ordinance and Redevelopment Plan on the Chevron site will be made, if Chevron dedicates the 12,000-square-foot (+/-) portion of the Chevron property and necessary access easements shown in the Specific Plan for the future parking garage site. Such an agreement would bring the existing gas station site into conformity with City regulations and would allow the station to expand under the following conditions:

- The facility shall be configured to allow for construction of, and access to, the public garage on Opportunity Site 3. Vehicular access easements shall be provided from both N. California and Mt. Diablo Boulevards.
- The site shall maintain fueling as the dominant use. Automotive repair is a desirable, but not a required, secondary activity.
- Introduction of a retailing use (such as a Chevron Extra Mile store) at the corner of Mt. Diablo and/or N. California Boulevards shall be designed with a street orientation, consistent with the development standards and design guidelines described for ground-level retail uses. The size of the facility shall not exceed the current building size.

Other incentives for voluntary participation could be offered to the impacted land-owners where the garage is proposed, if the City Council wishes to do so. For example, some properties have underutilized FAR potential

that will never be realized without providing more required on-site parking. As an incentive, the City could allow some of the new garage spaces to act as in-lieu parking to meet retail expansion parking requirements. Also, private property encumbered with new public access easements could possibly retain the underlying FAR development potential, providing mitigation to a loss of development potential. If such incentives or other types of partnership options were unsuccessful, the property could be purchased out-right at fair market value. Possible revenue sources are listed later in this section.

Creative partnerships could be considered, such as with future development of Opportunity Sites 3 and 5. The City may also negotiate for acquisition of identified public access easements from the owners of the sites by dedication, if those sites are redeveloped and if the economics of the developments support the dedication. The City Council will determine what type of incentive or partnership approach is workable at the time the land is sought for acquisition.

### **Duncan Arcade**

The Specific Plan vision includes the maintenance of and establishment of a permanent public easement over the existing pedestrian walkway known as the Duncan Arcade, which allows a mid-block pedestrian walkway between N. Main Street and, connecting by City-owned right-of-way, to Locust Street. The City could partner with the land-owner and retail businesses to allow and encourage improvements to the area and to the existing building and facade, as depicted in Figure 25. As noted earlier, the potential loss of future development potential by encumbering

land with an easement could be off-set with increased FAR potential or provision of an in-lieu parking credit. The City could also consider purchase of a pedestrian easement over the existing walkway area. As noted earlier, the City Council will determine what type of incentive or partnership approach is workable at the time the permanent public easement is sought for acquisition.

### **Revenue Sources for Public Improvements**

Possible revenue sources for the potential uses may include:

- Proceeds from the sale of the City-owned site at the northwest corner of N. Main Street and Mt. Diablo Boulevard — a parcel within the Specific Plan boundaries
- Certificates of participation with debt service by lease
- Revenue anticipation notes from parking fees
- In-lieu Parking Fund
- General Fund
- Redevelopment Fund (as limited by Redevelopment regulations)

### **Streetscape Improvements**

With the exception of the proposed Mt. Diablo Boulevard median improvements (as described in Streetscape Design Standards, Mt. Diablo Boulevard Landscaping, page 73), all streetscape

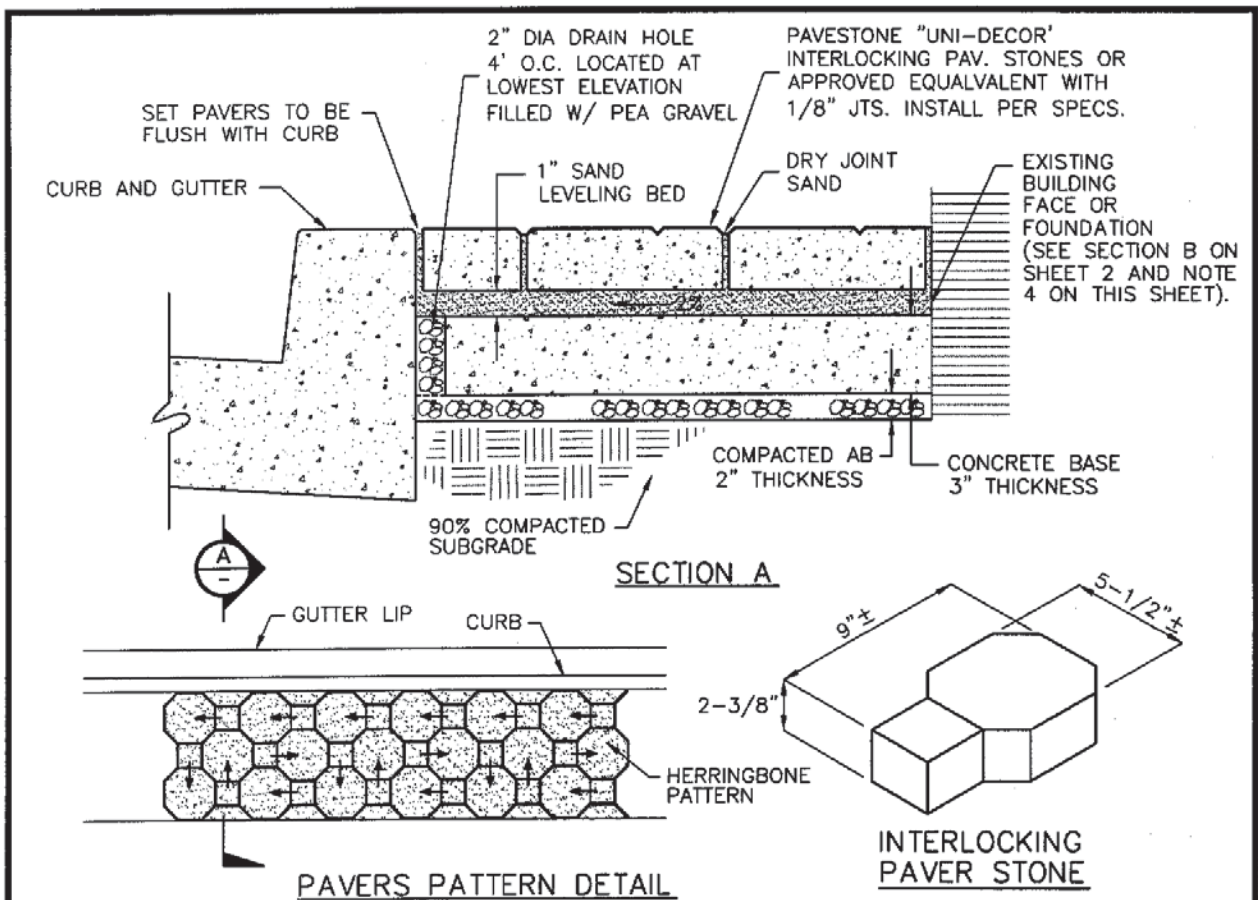
improvements will be the responsibility of the developers of the fronting properties. Where non-standard features are incorporated into public improvements, the property owner will accept long-term responsibility for their maintenance.

Design and construction of the proposed Mt. Diablo Boulevard median improvements will be the responsibility of the City. The Capital Improvement Plan (CIP) will identify the potential cost and timing of the median upgrades and prioritize the project as deemed appropriate by the City Council. The construction of the new parking garage and future private redevelopment the opportunity sites nearest the median may be incentives to place this improvement as a higher CIP priority.



# **APPENDIX 1: STREETSCAPE STANDARDS**

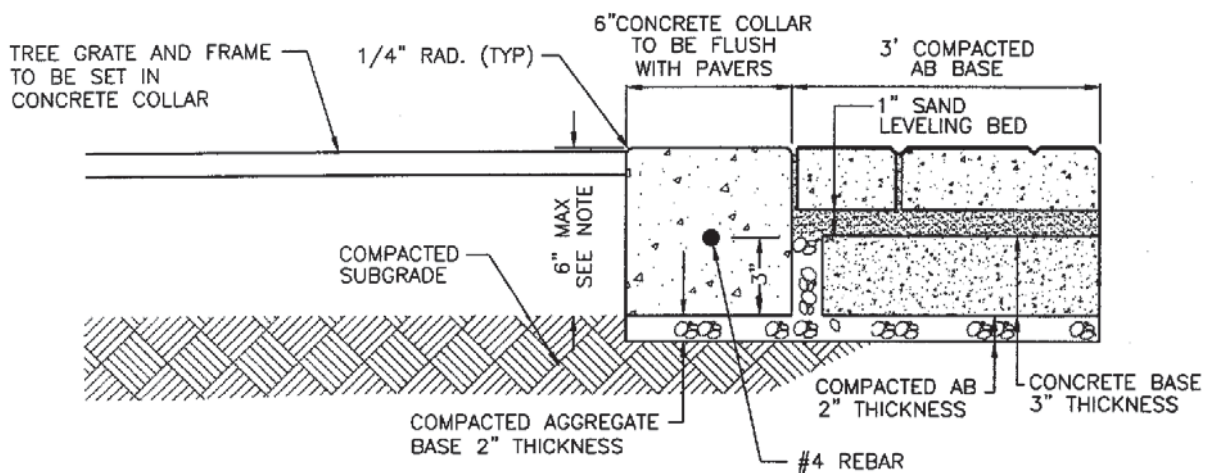
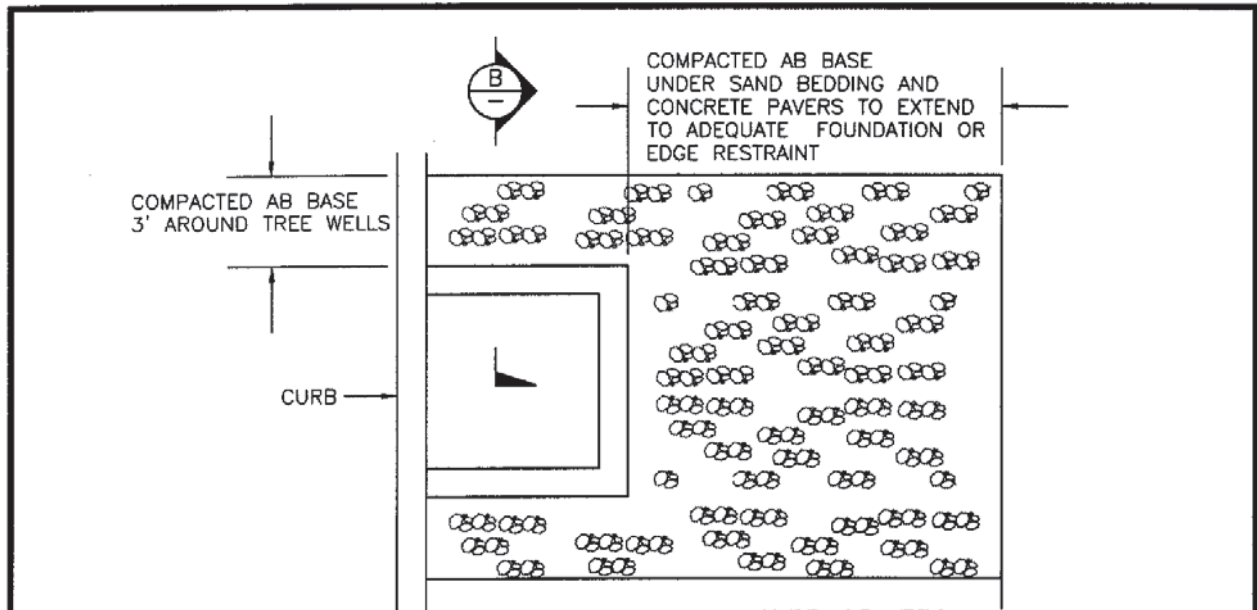




**INSTALLATION NOTES:**

1. EXCAVATE UNSUITABLE, UNSTABLE OR UNCONSOLIDATED SUBGRADE MATERIAL AND COMPACT THE AREA WHICH HAS BEEN CLEARED.
2. PLACE 3 INCH OF CONCRETE OVER 2 INCH OF COMPACTED AGGREGATE BASE.
3. PLACE BEDDING COURSE OF WASHED CONCRETE SAND CONFORMING TO THE GRADING REQUIREMENTS OF ASTM C33 TO A UNIFORM DEPTH OF 1 INCH SCREEDED TO THE GRADE AND PROFILE REQUIRED.
4. 6" CONCRETE COLLAR TO BE PROVIDED WHERE EXISTING BUILDING FACE OR FOUNDATION IS INSUFFICIENT TO PROMDE EDGE RESTRAINT. (SEE SECTION B ON SHEET 2).
5. WHERE REQUIRED, CUT PAVERS WITH AN APPROVED CUTTER TO FIT ACCURATELY, NEATLY AND WITHOUT DAMAGED EDGES.
6. TAMP PAVERS WITH A PLATE COMPACTOR, UNIFORMLY LEVEL, TRUE TO GRADE AND FREE OF MOVEMENT.
7. PAVER SEALANT SHALL BE REQUIRED AND APPLIED PER SPECIFICATION.
8. ALL UTILITY BOXES SHALL BE SET IN CONCRETE COLLAR AS SHOWN ON SHEET 3, MS-6.
9. PAVERS TO BE OAKS BLEND, RED AND CHARCOAL IN COLORS. PERCENTAGES OF COLORS USED AT EACH LOCATION SHALL BE DETERMINED PER CITY APPROVAL.



<p>CITY OF WALNUT CREEK</p>	<i>[Signature]</i>	S.W.	R.S.	AUGUST 2004
	CITY ENGINEER	CHECKED BY	DRAWN BY	DATE
	SIDEWALK PAVERS			
	NO.	DATE	APP.	REVISION DESCRIPTION
SCALE: NONE				SHEET 1 OF 3

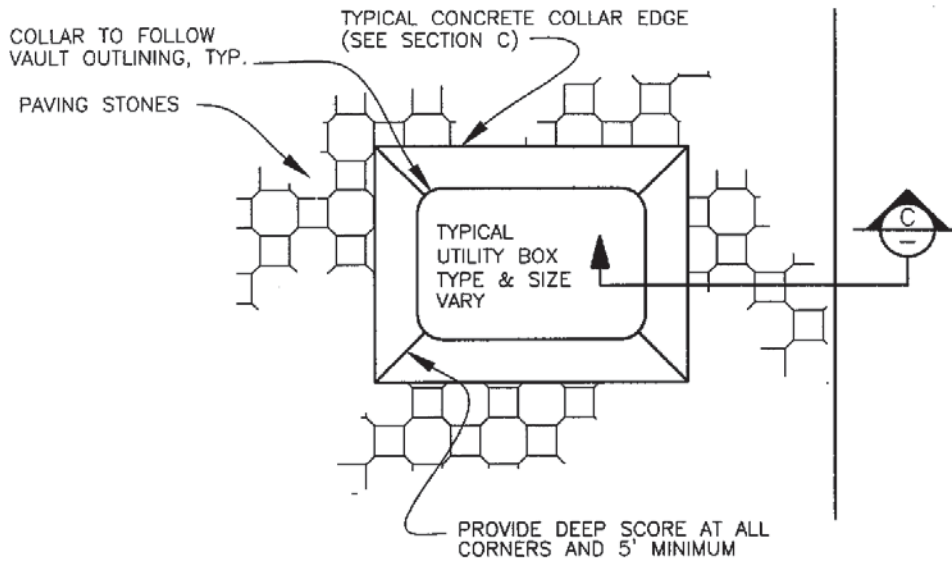


**SECTION B**

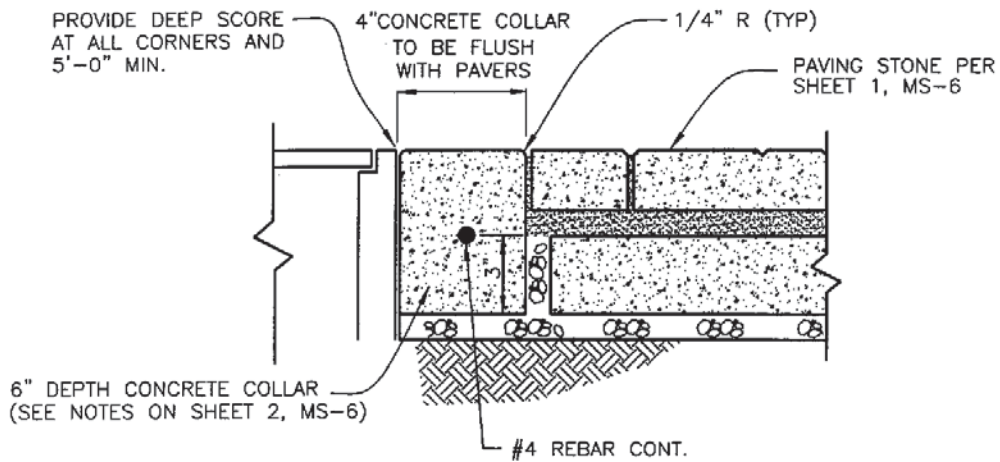
**NOTE:**

1. CONCRETE COLLARS SHALL BE 5 SACK WITH 1 LB OF LAMP BLACK PER CY. UNLESS COLORED CONCRETE IS REQUIRED BY CITY ENGINEER. IF REQUIRED, A SAMPLE COLOR CONCRETE SUBMITTAL WILL BE REQUIRED PRIOR TO CONSTRUCTION.
2. CONCRETE COLLAR TO BE 6" DEEP UNLESS OBSTRUCTED BY EXISTING TREE ROOTS. COLLAR DEPTH SHALL BE ADJUSTED SUBJECT TO APPROVAL OF CITY ENGINEER AND CITY ARBORIST. CONTRACTOR SHALL CONTACT CITY ARBORIST TO INSPECT TREE AND ROOTS PRIOR TO WORK AT EACH STREET TREE LOCATION.

	 CITY ENGINEER	S.W. CHECKED BY	R.S. DRAWN BY	AUGUST 2004 DATE	
	SIDEWALK PAVERS				
				STANDARD DETAIL MS-6	
	NO.	DATE	APP.	REVISION DESCRIPTION	
			SCALE: NONE	SHEET 2 OF 3	



TYPICAL UTILITY BOX COLLAR DETAIL



SECTION C  
CONCRETE COLLAR AT UTILITY BOXES

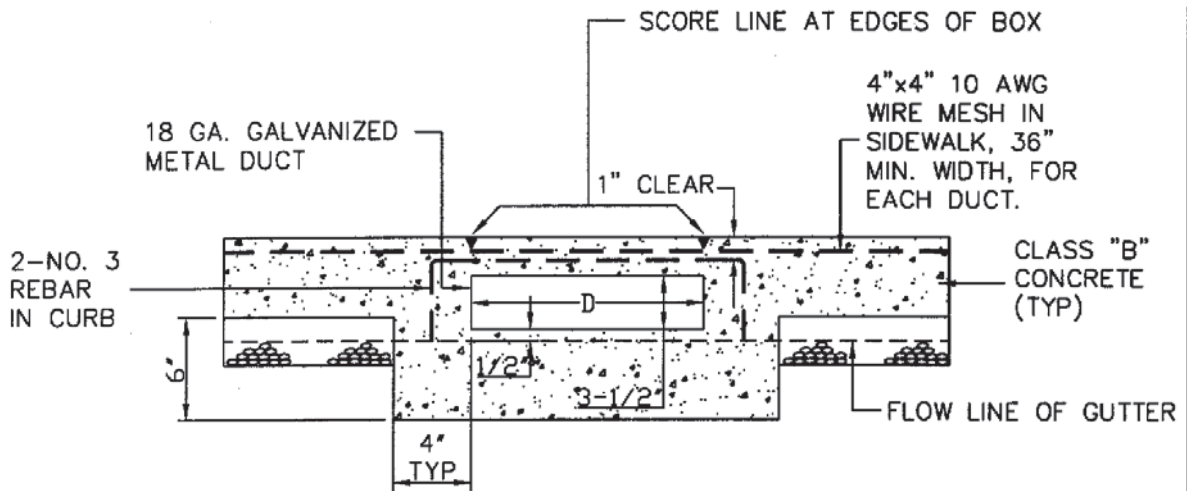


<i>[Signature]</i>	S.W.	R.S.	AUGUST 2004
CITY ENGINEER	CHECKED BY	DRAWN BY	DATE

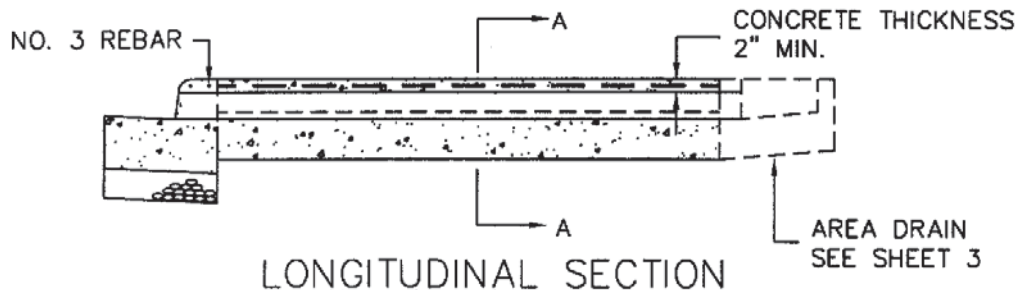
SIDEWALK PAVERS

			STANDARD DETAIL
			MS-6
NO.	DATE	APP.	REVISION DESCRIPTION

SCALE:	NONE	SHEET 3 OF 3
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SECTION A-A



LONGITUDINAL SECTION

DIMENSION (D)	MAXIMUM CAPACITY
6"	0.57 CUBIC FEET PER SEC.
9"	0.94 CUBIC FEET PER SEC.
12" MAX.	1.29 CUBIC FEET PER SEC.

NOTES:

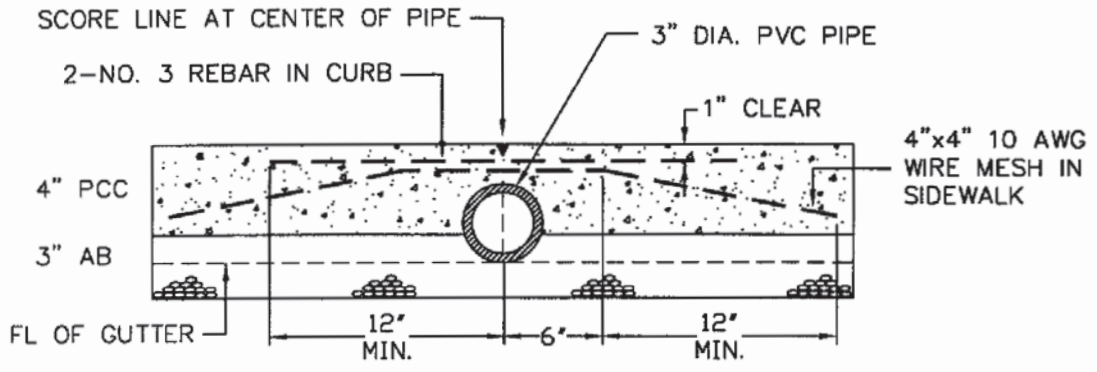
- METAL DUCT FORM SHALL BE SUPPORTED FROM DISTORTION DURING POURING OF CONCRETE.
- THE CONCRETE AND METAL DUCT SHALL EXTEND CONTINUOUSLY FROM THE AREA DRAIN TO FACE OF CURB.
- CAPACITIES ARE BASED ON S=1/4" PER 1' OR 2%.
- COLLAPSIBLE, REMOVABLE FORM MAY BE USED IN-LIEU OF 18 GA. METAL DUCT.

RECTANGULAR DRAIN

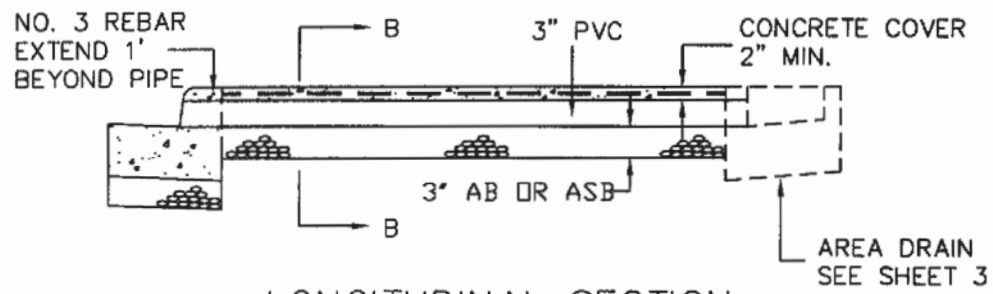


<i>R. J. ...</i>		S.W.	AUGUST 2004
APP. CITY ENGINEER	CHECKED BY	DRAWN BY	DATE
SIDEWALK CROSS DRAINS			
			STANDARD DETAIL
			SD-8
			SHEET 1 OF 4
NO.	DATE	APP.	REVISION DESCRIPTION





SECTION B-B



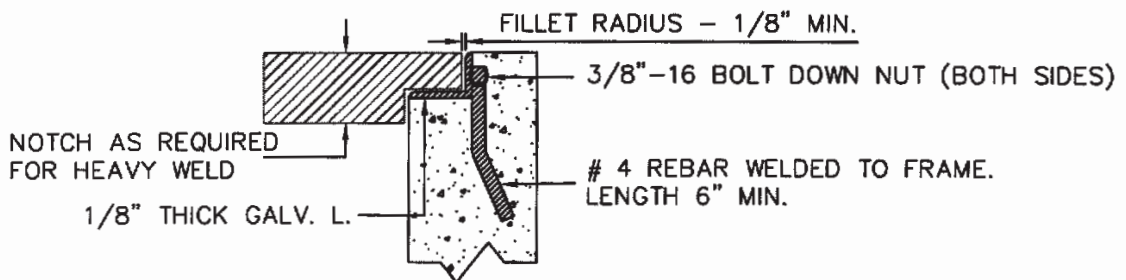
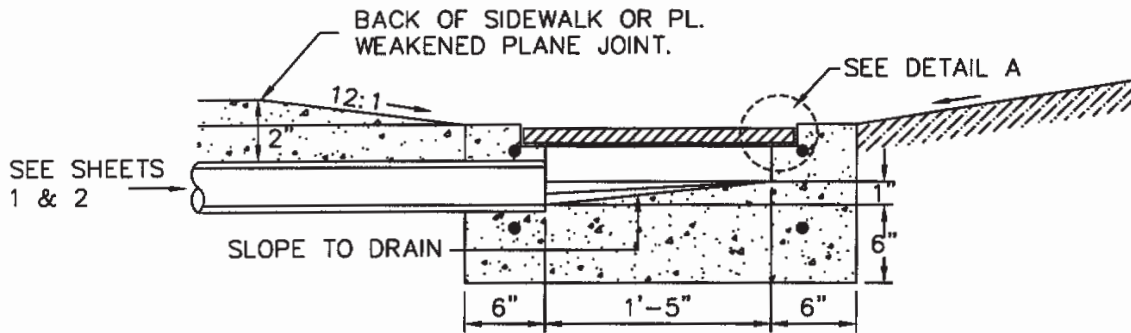
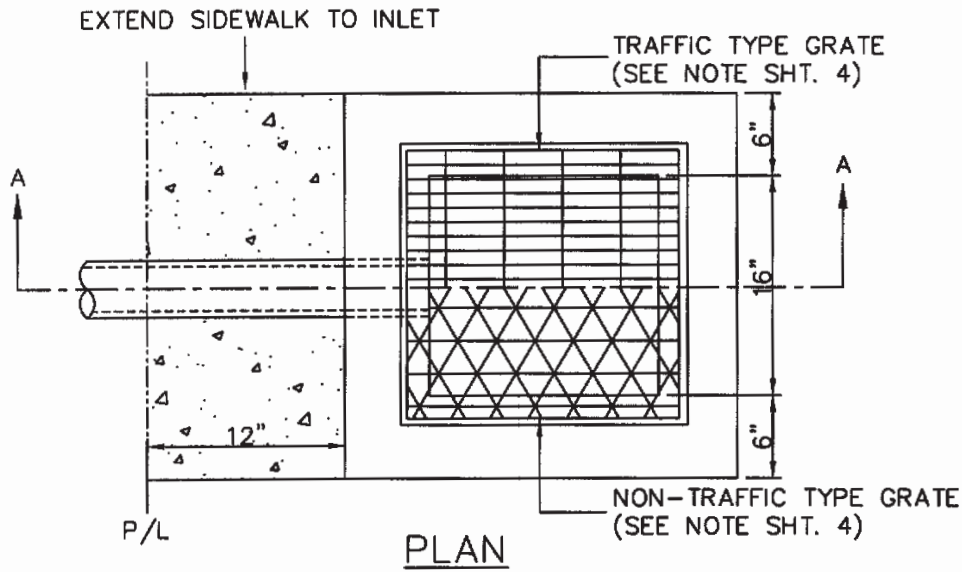
LONGITUDINAL SECTION

NOTES:

1. MAXIMUM CAPACITY = 0.15 CUBIC FEET PER SECOND AT S=1/4" PER 1' OR 2%.
2. NO PIPE JOINTS SHALL BE MADE WITHIN SIDEWALK OR CURB.
3. PVC SHALL CONFORM TO ASTM D3034 SDR 35.

ROUND PIPE DRAIN

	<i>[Signature]</i>	S.W.	AUGUST 2004
	APP. CITY ENGINEER	CHECKED BY	DRAWN BY
	<b>SIDEWALK CROSS DRAINS</b>		
	STANDARD DETAIL SD-8		
NO.	DATE	APP.	REVISION DESCRIPTION
			SHEET 2 OF 4



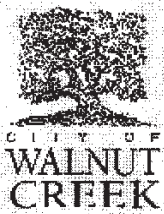
DETAIL A



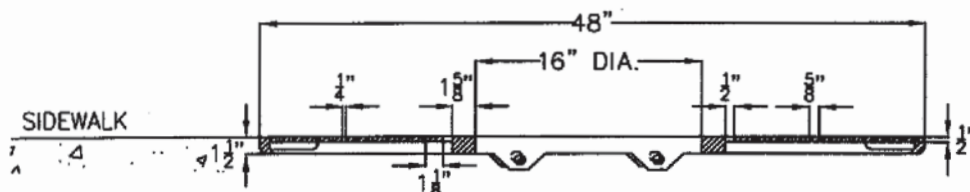
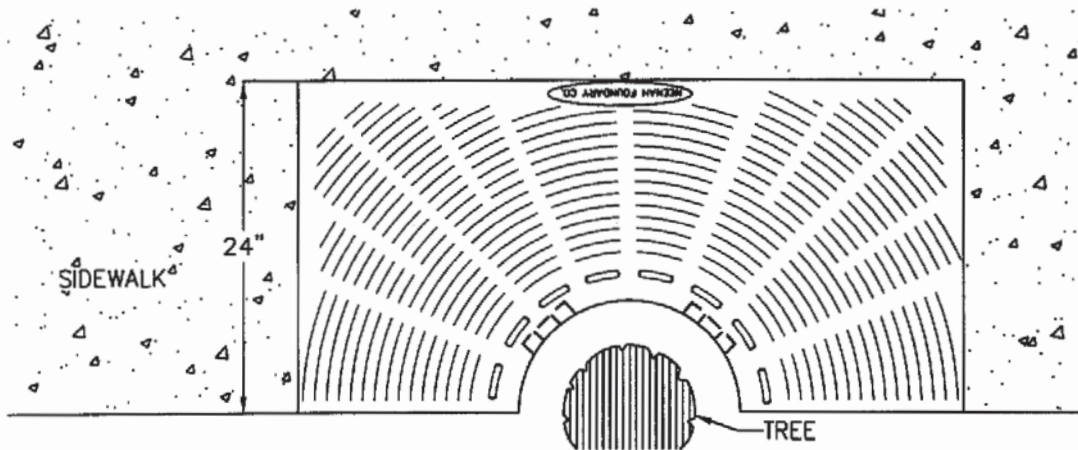
<i>[Signature]</i>		S.W.	AUGUST 2004
APP. CITY ENGINEER	CHECKED BY	DRAWN BY	DATE
SIDEWALK CROSS DRAINS			STANDARD DETAIL
			SD-8
			SHEET 3 OF 4
NO.	DATE	APP.	REVISION DESCRIPTION

## NOTES

1. For additional capacity, adjacent drains may be installed and the width of inlet shall be increased as required. Minimum clear distance between drains at curb face shall be 6 inches.
2. Adjacent drains shall be same type.
3. In traffic areas, the grate shall be Santa Rosa Cast Products Co. Heavy grate, or approved equal.
4. In non-traffic areas, the grate shall be Santa Rosa Cast Products Co. Standard grate, or approved equal.
5. Each grate shall be provided with a minimum of two (2) locking devices.

 <p>CITY OF WALNUT CREEK</p>	<i>[Signature]</i>	S.W.	AUGUST 2004	
	APP. CITY ENGINEER	CHECKED BY	DRAWN BY	
	SIDEWALK CROSS DRAINS			DATE
				STANDARD DETAIL
				SD-8
			SHEET 4 OF 4	
NO.	DATE	APP.	REVISION DESCRIPTION	

## TREE GRATE DETAIL



## HALF PLAN AND SECTION

### NOTES:

1. TREE GRATE IN THE SIDEWALKS 10 FEET OR GREATER IN WIDTH SHALL BE NEENAH CAST IRON GRATES R-8708 180 SQUARE 48" X 48".
2. THE FOLLOWING MAY BE USED ONLY IF APPROVED BY ENGINEER.

R-8704 180 SQUARE 30" X 30"  
 R-8704-A 180 SQUARE 36" X 36"  
 R-8713 180 SQUARE 60" X 60"  
 R-8718 180 SQUARE 72" X 72"

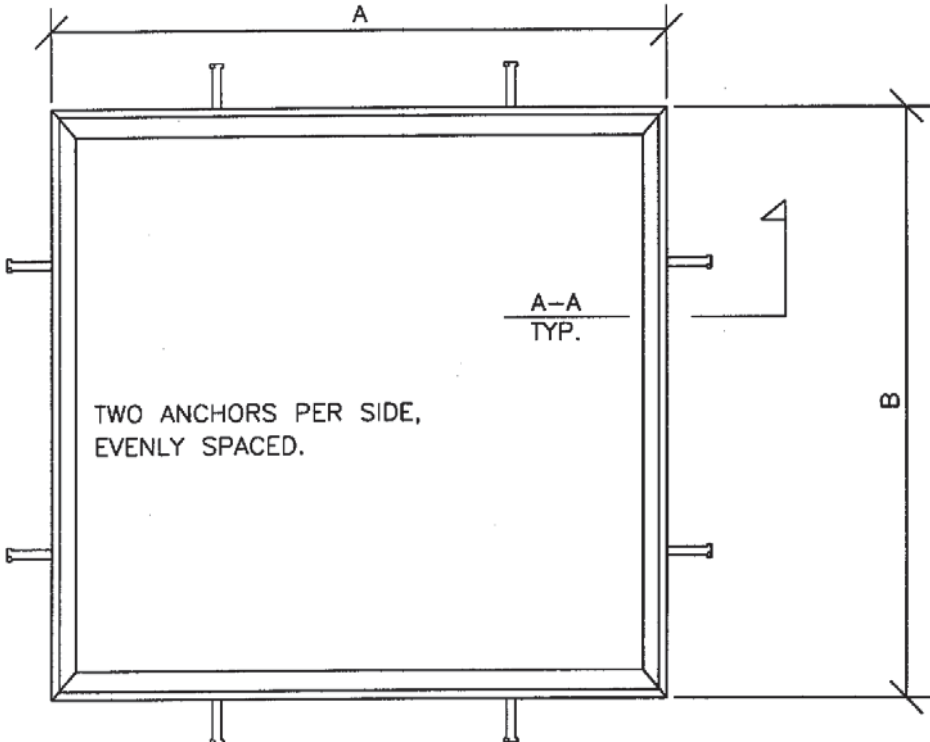
FOR RETROFIT USE R-9002 180 SQUARE 52" X 52".

ALL GRATES MUST HAVE 1/4" MAXIMUM SLOT OPENINGS FOR SPECIAL PEDESTRIAN REQUIREMENTS. GRATES WITH SLOT OPENINGS GREATER THAN 1/4" WILL NOT BE USED.



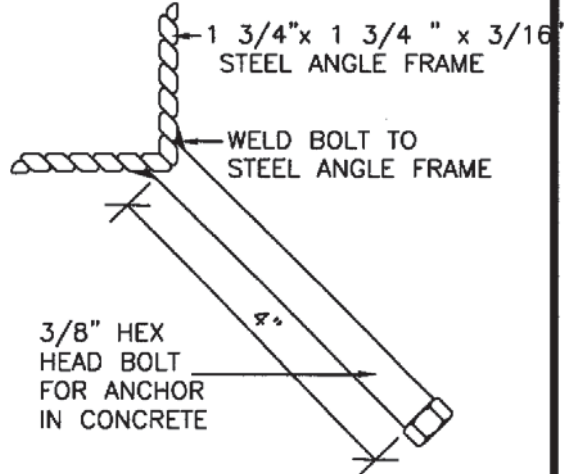
<i>[Signature]</i>	S.W.		AUGUST 2004
APP. CITY ENGINEER	CHECKED BY	DRAWN BY	DATE
TREE WELL COVER FRAME, GRATE, AND STAKING			
			STANDARD DETAIL
			MS-4
			SHEET 1 OF 3
NO.	DATE	APP.	REVISION DESCRIPTION





TREE GRATE TYP	A	B
36" SQUARE	36 3/4	36 3/4
48" SQUARE	48 3/4	48 3/4
60" SQUARE	60 3/4	60 3/4
72" SQUARE	72 3/4	72 3/4

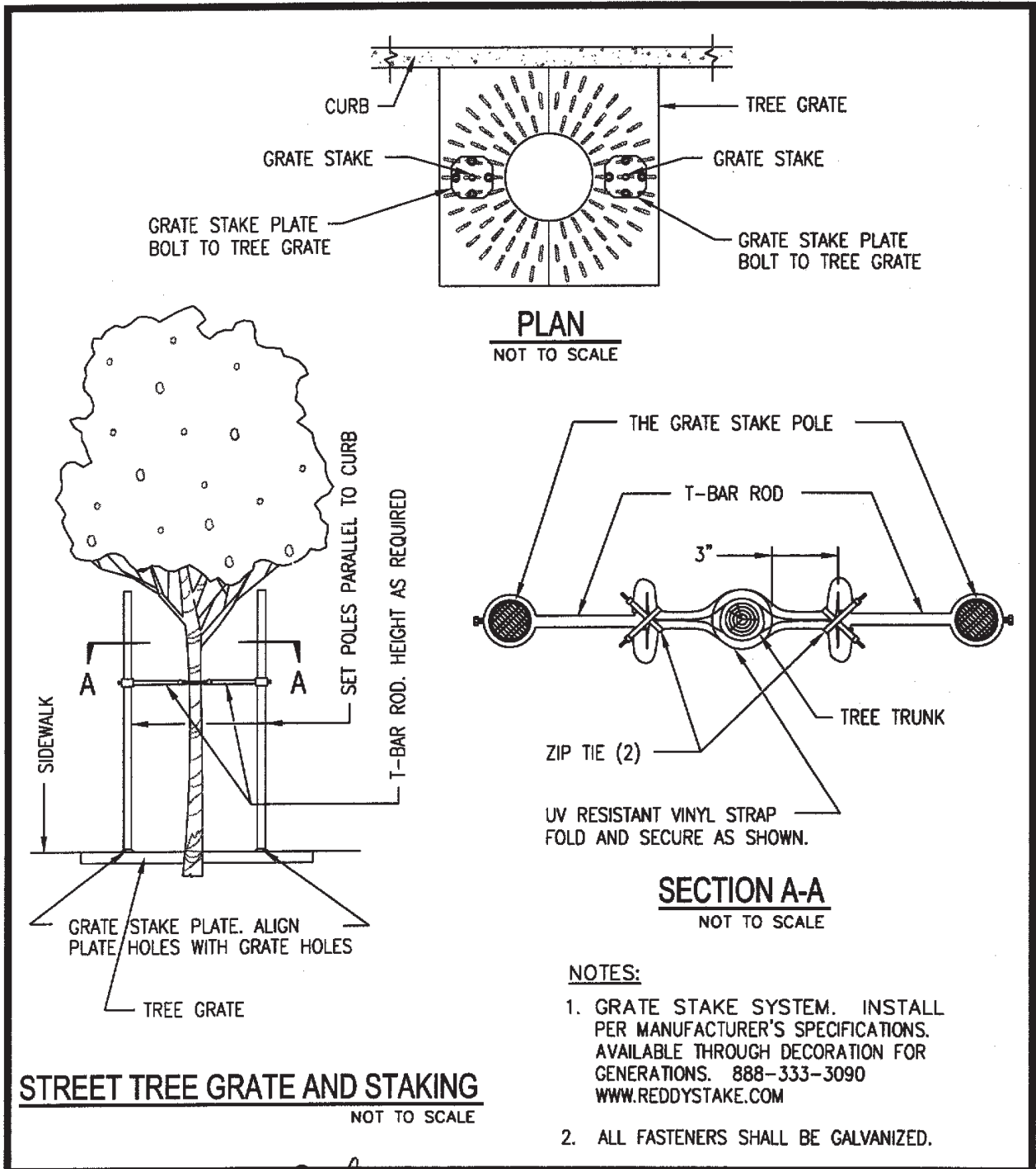
DIMENSIONS ARE O.D. OF FRAME



SECTION A-A

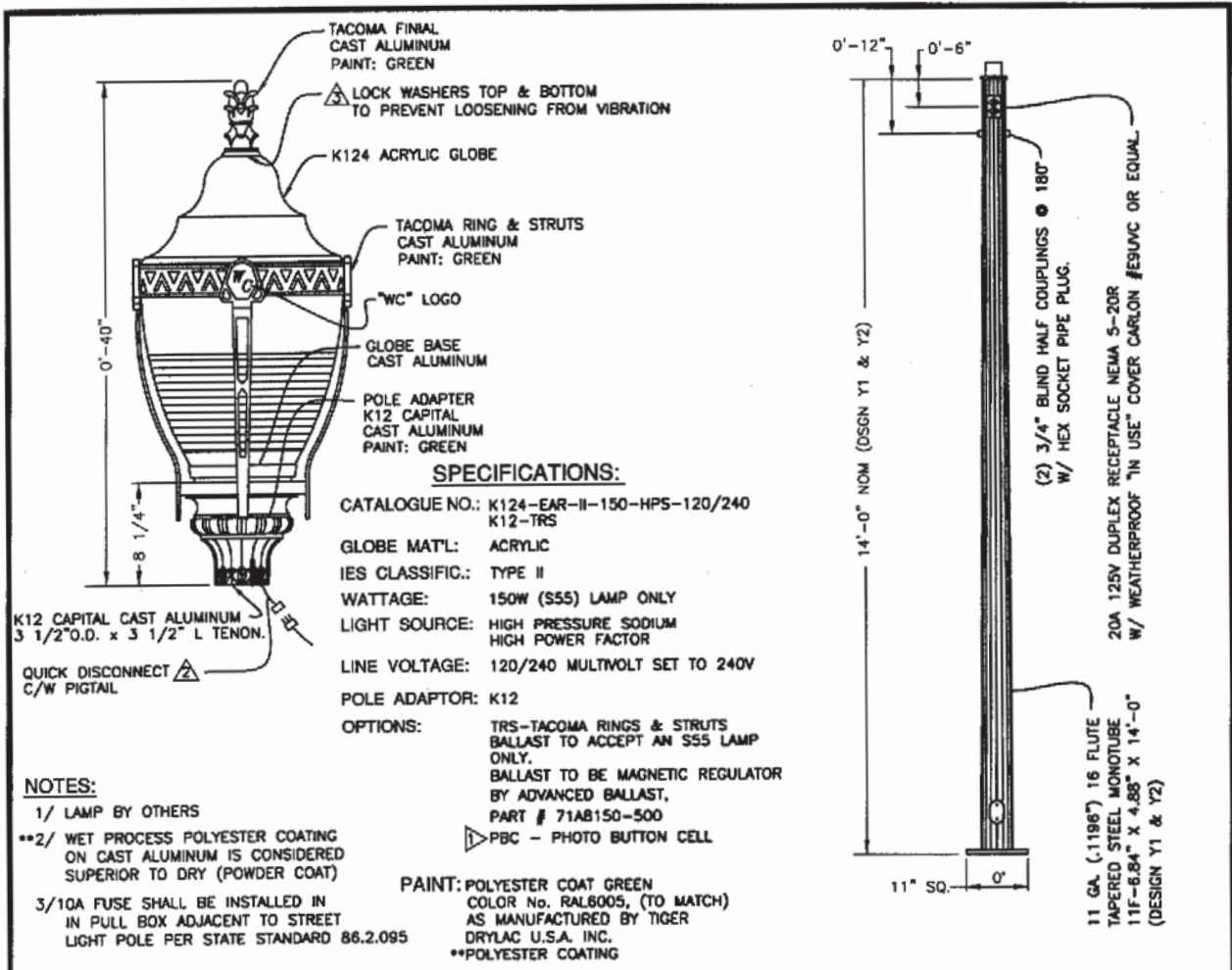
STEEL FRAMES FOR 1-1/2" TREE GRATES

		S.W.	AUGUST 2004
	APP. CITY ENGINEER	CHECKED BY	DRAWN BY
	TREE WELL COVER FRAME, GRATE, AND STAKING		
	NO.	DATE	APP.
			STANDARD DETAIL
			MS-4
			SHEET 2 OF 3



**STREET TREE GRATE AND STAKING**  
NOT TO SCALE

	 APP. CITY ENGINEER	S.W.	R.S.	AUGUST 2004
		CHECKED BY	DRAWN BY	DATE
	<b>TREE WELL COVER FRAME, GRATE, AND STAKING</b>			
NO.	DATE	APP.	REVISION DESCRIPTION	SHEET 3 OF 3



**SPECIFICATIONS:**

CATALOGUE NO.: K124-EAR-II-150-HPS-120/240  
K12-TRS

GLOBE MAT'L: ACRYLIC

IES CLASSIFIC.: TYPE II

WATTAGE: 150W (S55) LAMP ONLY

LIGHT SOURCE: HIGH PRESSURE SODIUM  
HIGH POWER FACTOR

LINE VOLTAGE: 120/240 MULTIVOLT SET TO 240V

POLE ADAPTOR: K12

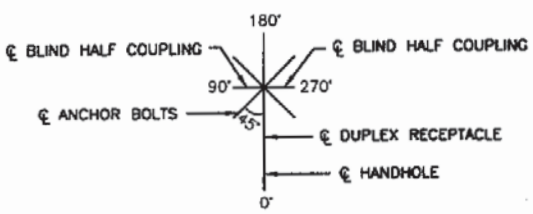
OPTIONS: TRS-TACOMA RINGS & STRUTS  
BALLAST TO ACCEPT AN S55 LAMP ONLY.  
BALLAST TO BE MAGNETIC REGULATOR  
BY ADVANCED BALLAST,  
PART # 71AB150-500  
▷ PBC - PHOTO BUTTON CELL

PAINT: POLYESTER COAT GREEN  
COLOR NO. RAL8005, (TO MATCH)  
AS MANUFACTURED BY TIGER  
DRYLAC U.S.A. INC.  
\*\*POLYESTER COATING

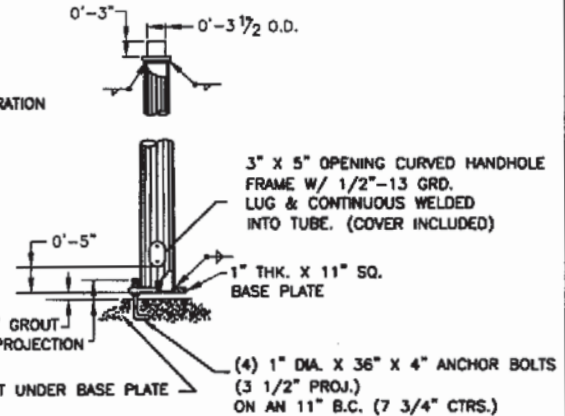
- NOTES:**
- 1/ LAMP BY OTHERS
  - \*\*2/ WET PROCESS POLYESTER COATING ON CAST ALUMINUM IS CONSIDERED SUPERIOR TO DRY (POWDER COAT)
  - 3/ 10A FUSE SHALL BE INSTALLED IN IN PULL BOX ADJACENT TO STREET LIGHT POLE PER STATE STANDARD 86.2.095

**ALTERATION TO SUPPLIER'S DRAWING**

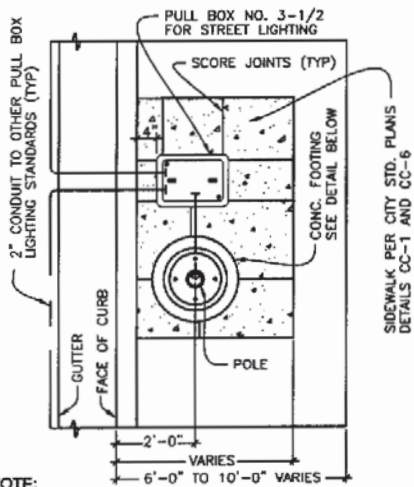
- △ DELETED PHOTO BUTTON CELL
- △ ADDED QUICK DISCONNECT C/W PIGTAIL
- △ ADDED LOCK WASHER TOP AND BOTTOM TO PREVENT LOOSENING FROM VIBRATION



STREET SIDE @ 0%  
TOP VIEW ORIENTATION

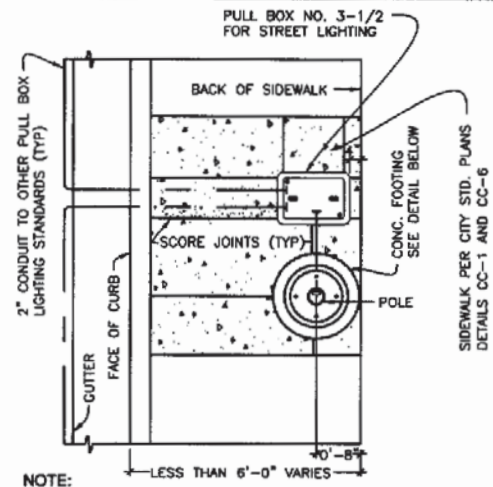


	<i>R. J. ...</i>	S.W.	R.S.	AUGUST 2004
	APP. CITY ENGINEER	CHECKED BY	DRAWN BY	DATE
	DECORATIVE DOWNTOWN STREET LIGHT			
				STANDARD DETAIL TS-25
NO.	DATE	APP.	REVISION	DESCRIPTION
				SCALE: NONE      SHEET 1 OF 2



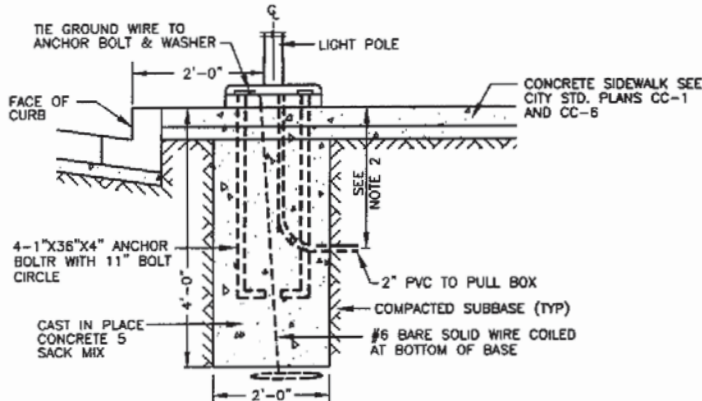
**NOTE:**  
POSITION OF PULL BOX IN RELATION TO LIGHT POLE SHALL BE ADJUSTED IN THE FIELD BASED ON EXISTING CONDITIONS.

**PULL BOX AND POLE BASE LAYOUT PLAN**  
WHERE SIDEWALK WIDTH IS EQUAL OR GREATER THAN 6'-0" N.T.S.

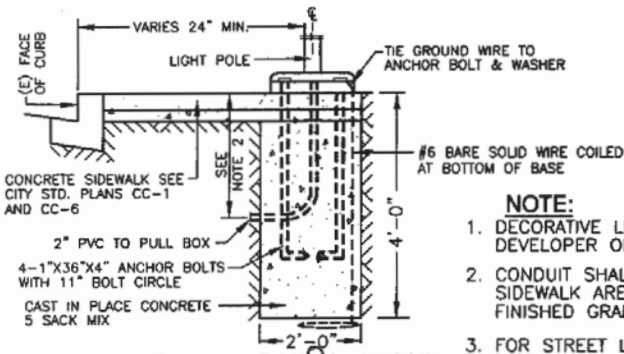


**NOTE:**  
POSITION OF PULL BOX IN RELATION TO LIGHT POLE SHALL BE ADJUSTED IN THE FIELD BASED ON EXISTING CONDITIONS.

**PULL BOX AND POLE BASE LAYOUT PLAN**  
WHERE SIDEWALK WIDTH IS LESS THAN 6'-0" N.T.S.



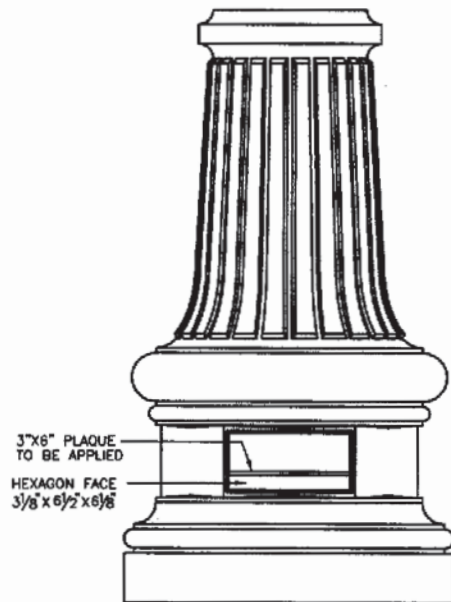
**CONCRETE SIDEWALK AT POLE BASE**



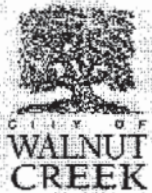
**CONCRETE SIDEWALK AT POLE BASE**

**NOTE:**

1. DECORATIVE LIGHT POLE BASES SHALL BE PROVIDED AT THE SOLE COST OF DEVELOPER OR CONTRACTOR, WITH THE AUTHORIZATION OF THE CITY.
2. CONDUIT SHALL BE INSTALLED WITH 24" OF COVER IN CONCRETE SIDEWALK AREAS AND CURBED MEDIAN AREAS, AND 30" BELOW FINISHED GRADE ELSEWHERE.
3. FOR STREET LIGHT POLE DETAILS, REFER TO CITY STANDARD PLANS TS-25, SHEET 1.



**LIGHT POLE BASE**



<i>[Signature]</i>	S.W.	R.S.	AUGUST 2004
APP. CITY ENGINEER	CHECKED BY	DRAWN BY	DATE

**DECORATIVE DOWNTOWN STREET LIGHT**

			STANDARD DETAIL
			TS-25
NO.	DATE	APP.	REVISION DESCRIPTION

SCALE: NONE

SHEET 2 OF 2





## APPENDIX 2: PROPERTIES WITHIN THE SPECIFIC PLAN AREA

Property Name	Address*	APN
McDonald's	1380 N. California Blvd.	178-160-028
Chevron	1700 Mt. Diablo Blvd.	178-160-029
Big 5 Sports	1630 Mt. Diablo Blvd.	178-160-023
Z Gallerie	1628 Mt. Diablo Blvd.	178-160-031
Empire Realty	1614 Mt. Diablo Blvd.	178-160-030
Viking Homechef	1604 Mt. Diablo Blvd.	178-160-008
Post Office/Nail Salon	1320 Locust Street	178-230-031
Mark Morris Tires (vacant)	1556 Mt. Diablo Blvd.	178-230-028
Walnut Creek Automotive	1532 Mt. Diablo Blvd.	178-230-029
Public Parking	1500 Mt. Diablo Blvd.	178-230-027
Crogan's Bar	1387 Locust Street	178-160-001
Kitchen Table/Offices	1385 Locust Street	178-160-018
Taqueria/Da Lat	1353-1355 Locust Street	178-160-004
Paint Palette/House of Beads	1343 Locust Street	178-160-006
Peets, Offices	1345 Locust Street	178-160-005
House of Bagels	1331 Locust Street	178-160-013
Mika Hair Salon	1325 Locust Street	178-160-015

*\* More than one address may be on each APN.*



# CREDITS, ACKNOWLEDGEMENTS AND PARTICIPANTS

## **Walnut Creek City Council**

Susan Rainey, Mayor  
Cindy Silva, Mayor Pro Tem  
Kish Rajan  
Bob Simmons  
Gary Skrel

## **Planning Commission**

Matt Francois, Chair  
David Powell, Vice Chair  
Neil Gerstner  
Kristina Lawson  
Allan Moore  
Jon Malkovich

## **Design Review Commission**

Brian Killian, Chair  
Dorothy McDonald, Vice Chair  
Michael Fotheringham  
Mark Lopez

## **Transportation Commission**

Brian Krcelic, Chair  
Kish Rajan, Vice Chair  
Emily Chang  
Laurie Kozisek  
Paul Meyerhofer

## **Specific Plan Advisory Committee**

Susan Rainey, Councilmember  
Gwen Regalia, Councilmember  
Thomas Bassett, Commissioner, Design Review  
Commission  
Frank Bryant, former Commissioner, Planning  
Commission  
Michael Carilli, Michael Carilli Design Group  
John Cumbelich, Cumbelich & Associates  
Michael Frederick, Stow Partners  
Gary Ginder, Historical Society  
Joseph Gorny, Commissioner, Design Review  
Commission  
Brian Hirahara, BH Development  
Bob Jorgensen, Commissioner, Planning Commission  
Craig Lazzareschi, Greater Bay Real Estate Group, LLC  
Val Senavsky, Property Owner

## **Walnut Creek Staff**

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Rafat Raie, Traffic Engineer  
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#### *Environmental Analysis*

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#### *Economic and Fiscal Analysis*

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### ***Page & Turnbull***

#### *Historic Preservation*



