Concord Reuse Project
Specific Plan

Community Workshop #3
September 23, 2017
Welcome

A. Introductions and Welcome
B. Overview of Morning
C. Staff Analysis of Proposed Land Use Plan
D. BART Overview
E. Master Developer Presentation

Break

Visits to Break-out Stations
Analysis of Proposed Plan
Modification to Phase One Area

May/June 2017

Aug/Sept. 2017
Analysis of Proposed Plan

Shift to Phase One Area

- Addition of Housing Area 3 (bridge) between BART & Village Center.
  - provides connectivity between uses.
- Removal of the northeast commercial (flex area) site.
  - allows City to retain this area for when more economically viable.
- Reorientation of the TOD Area.
  - Now focused around a Main Street toward open space with connectivity to Area 3 and open space areas.
Analysis of Proposed Plan

Preliminary Grading Plan

- Amount of grading with proposed plan is substantially more than that anticipated within the Area Plan.
- Previous estimates (based on conceptual Area Plan) were 6M cubic yards, as opposed to 15.6M cubic yards with the proposed plan.
- Overall, the preliminary grading plan takes a different approach from the Area Plan, and calls for cut/fill work to essentially reduce much of the developed portion of the site to a 1 to 4% grade.

Developer approach

- Focus on ADA requirements and need to keep slopes to 5%.
- Portions of the ridge have been maintained including two more prominent hills.
- Slopes greater than 4% place a financial burden on vertical development due to need for retaining walls, split foundations, etc.
Analysis of Proposed Plan

Affordable Housing

- Updated Phase One plan includes 1,101 affordable units, shown in TOD (Area 1) Village Center (Area 2) and WP Center (Area 4).

Staff recommends:
- Inclusion of some affordable units within Area 3.
- Affordable units need to be shown for phases beyond Phase One.

Willow Pass Frontage

- Concern that developer is gaining all of the economic value from the project with the development of the highly visible lots on WP Road.

Developer

- Willing to examine providing an opening on WP Road for Phase 2; can be studied before October.
Analysis of Proposed Plan

Primary Street Network

- Staff has concerns that the BART-Bailey transit spine street is proposed only as a two-lane road and does not create the multi-modal, high-capacity transit boulevard previously envisioned by the Area Plan.

Staff recommends:

- Inclusion of two additional lanes, a third BRT lane or other solution to create greater capacity for this east-west transit boulevard is needed.
- Refine route to reduce twists and turns to reduce timing of headways and shift closer to medium/high density uses.

Transit Spine (2-lanes)
Analysis of Proposed Plan

Complete Streets

- Street hierarchy – Street network diagram does not indicate where the collector, neighborhood, and commercial street types are located; only references primary roads.

- **Commercial Street**: Bike facilities should be noted, if intended.

- **Collector Street**: 6 foot sidewalk is too narrow, and should be minimum of 8 feet.

- **Collector Street**: On street bike lanes should specify a buffer a min. of 18 inches from traffic.

Staff notes:

- Additional refinement of street sections will continue through the preparation of the draft Specific Plan document.
Analysis of Proposed Plan

Overall Density

- Densities of eastern neighborhoods (village neighborhoods) now have medium density residential shown adjacent to Mt. Diablo Creek restoration area.
  - Staff supports this approach— it leaves lower density adjacent to existing neighborhoods and would provide support to the transit spine.

- Mixed Use-1 land use category, appears to have lesser density (45 du/ac), than that noted within the range (60-150 du/ac).
  - Developer needs to confirm.

- Campus District shown as “overlay” rather than as a base, stand-alone land use category.
  - Staff has concerns with this approach, and believes that the flexibility desired by the master developer into the future can also be achieved using the opposite approach and would provide the City more certainty in achieving a campus at that location.
Arriving at a Preferred Plan

Goal for October:

- Based on feedback provided, the project team will consider the comments along with those received at the October study sessions.

- Refinements to the land use plan will be prepared for further discussion at the CAC’s October meeting. There may be additional modifications to the plan.

- The goal is to be able to arrive at a preferred land use plan by the end of the CAC’s October meeting which would then be the basis for the preparation of the Draft Specific Plan document and technical studies to begin the preparation of the environmental analysis.

http://www.concordreuseproject.org/
North Concord BART Station Site

• BART’s ~18 acres of property were included in 2012 Area Plan, as part of “North Concord TOD Core.”

• BART has completed over 12 Transit Oriented Development (TOD) projects, with 7 more under development or construction.
North Concord BART Station site

Transit Oriented Development

• Benefits include:
  – More people can live and work within a walking distance to transit
  – Greater ridership
  – Improved safety

• With TOD, surface parking will be consolidated into a parking structure or garages in other buildings
Responding to the Community – Proposed Land Use Plan

– Presentation by Lennar | Five Point and Hart Howerton