

THE NORTH BROADWAY

REDEVELOPMENT DISTRICT PLAN

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2010

Approval Page

Title: The North Broadway Redevelopment Plan
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Date Submitted: February 2010

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THE NORTH BROADWAY REDEVELOPMENT DISTRICT PLAN

Executive Summary

Introduction and Background

The North Broadway Redevelopment District Plan seeks to become an example of sustainable development in Walnut Creek and the greater Bay Area region through economic, social, and environmental sustainability. The Plan recognizes the importance of integrating both social and natural systems into a cohesive neighborhood that protects the natural ecosystems while simultaneously creates a strong neighborhood identity.

The District will take advantage of its proximity to mass transportation, regional open space networks, and Downtown Walnut Creek-- a regional employment and shopping center. Existing development in the District is considered underutilized, providing unique opportunities for redevelopment. The Plan is inspired by the development principles and strategies of the Charter for the Congress of New Urbanism and Sustainable Urbanism.



Vision and Goals

The District will become a unique, self-sufficient, dense, mixed-use neighborhood that compliments the thriving Downtown Walnut Creek. The Plan identifies several broad goals to guide future development within the District boundaries:

- Create a walkable neighborhood;
- Provide a variety of transportation options;
- Provide a variety of housing options;
- Become a catalyst for future sustainable development within the region;
- Reduce stormwater runoff and improve stormwater quality;
- And reduce energy use and reliance on traditional power sources.

Overview

The North Broadway Redevelopment District is located in the City of Walnut Creek. Walnut Creek is a regional employment and shopping center in east Contra Costa County. Located approximately 23 miles east of San Francisco, the City is located at the intersection of Highway 24 and Interstate 680 at the base of Mount Diablo.

The Redevelopment District is 61.79 acres adjacent to Downtown Walnut Creek to the north. The planning area is bordered by N. Main Street and N. California Boulevard to the west, Parkside Drive to the north, N. Civic Drive to the east, and Ygnacio Valley Road to the south.

The City of Walnut Creek General Plan designates the planning area as the auto sales and services district of the city. The majority of the planning area is zoned for auto sales lots. The maximum Floor

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Area Ratio (FAR) is 1.5 and the maximum height is 50 feet along the southern portion of the District. Building setbacks range from 10 to 30 feet.

Adjacent uses to the District include multi-family apartments to the north and east, office uses to the south, and the Walnut Creek BART Station to the west. California Plaza, a mixed-use development, is located adjacent to the District to the west. California Plaza is considered the “Golden Triangle” for its variety of uses included commercial office space, retail, and residential units adjacent to BART.

The planning area is located in close proximity to the Walnut Creek BART Station and other regional transportation. The Contra Costa County Transit Authority operates 13 bus routes that serve 22 bus stops within a half mile of the District. These buses connect BART, Downtown Walnut Creek, and surrounding neighborhoods with regional shopping and employment centers, and major medical centers in the region.

The Iron Horse Regional Trail is part of the East Bay Regional Park District’s regional multi-use trail system. These trail networks connect East Bay communities with local and regional parks and open space. The Iron Horse Regional Trail runs along North Civic Drive adjacent to the planning area. Ygnacio Valley Road has a Class 3 bikeway along the length of the District. The proximity of the Iron Horse Trail provides an opportunity to connect a regional trail system with regional public transportation networks.

The nearest parks to the District are Civic Park and open space located on North Civic Drive to the south. This open space is within a ¼ mile of the southeastern corner of the District and is accessible by the Iron Horse Regional Trail.

The District slopes slightly from the northwest to southeast. The highest point in the District is approximately at the corner of Pine Street and North Broadway Boulevard. The planning area is largely developed and as a result, the natural topography and drainage have been altered. The total elevation difference is approximately 10 feet. Predominant winds flow from the northwest to southeast.

Existing development in the District is largely auto sales lots and auto services. There is some commercial and retail uses scattered throughout the planning area. Impervious parking lots cover a majority of the planning area. The conditions of the existing buildings range from poor to good. Several vacant lots have been paved over for additional parking.

Sustainable Development Strategies

Housing

A variety of housing options will be provided in the District to accommodate the increased demand for a variety of housing types and affordable housing units. Offering a variety of housing options have been identified by the Congress for New Urbanism and Sustainable Urbanism as a key principle in creating diverse neighborhoods. The District proposes a mixture of detached single-family, townhomes, apartments, and condominiums. Thirty percent of residential units will remain affordable units.

Mobility

The District will link various transportation networks to reduce dependence on the automobile for primary trips. The District will encourage the use of alternative modes of transportation through

construction of dedicated bike lanes and street design. A bicycle boulevard will connect the Iron Horse Regional multi-use trail with public transportation. Streetscape and architectural design will enhance the pedestrian experience throughout the District, thereby encouraging walking.

Energy

The use of renewable energy sources will decrease the demand for traditional power while increasing property values and reducing the costs to operate buildings. Building orientation will accommodate the use of photovoltaic cells and reduce the need for artificial lighting during the day. Buildings will be constructed to exceed current energy efficiency standards. A district heating system will be installed to capture excess heat from office buildings and deliver it to buildings which require constant heating such as residential buildings.

Stormwater

To reduce stormwater and increase the water quality of stormwater in the District, bioswales and low-impact development strategies will be incorporated into street and parking lot design. In addition, rooftop gardens will reduce the runoff from building rooftops.

Placemaking

The District will create a dense urban neighborhood in close proximity to transit. This will reduce the pressure to build into undeveloped areas outside of the City. This infill development adjacent to mass transportation will also reduce the need to use a personal automobile for primary trips to work, school, and shopping. A open space corridor bisecting the neighborhood will also create an attractive place where residents, patrons, and visitors to the District can interact. Ground-level building character and



Source: Wikimedia.org

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1.0 Existing Conditions

Regional Context

The North Broadway Redevelopment Planning Area is located in Walnut Creek, CA. The City of Walnut Creek is located in Contra Costa County and is approximately 23 miles east of San Francisco at the foot of Mount Diablo. The Cities of Pleasant Hill and Alamo border Walnut Creek to the north and south along Interstate 680. The location of Walnut Creek at the Highway 24 and Interstate 680 interchange enables the City to be a place with regional significance (Figure 1).

Project Location

The planning area encompasses 61.79 acres north of Downtown Walnut Creek along N. Civic Drive. It is bordered by N. Main Street and N. California Boulevard to the west, Parkside Drive to the north, N. Civic Drive to the east, and Central Road and Ygnacio Valley Road to the south (Figures 2 & 3).



Figure 1

THE NORTH BROADWAY REDEVELOPMENT DISTRICT PLAN

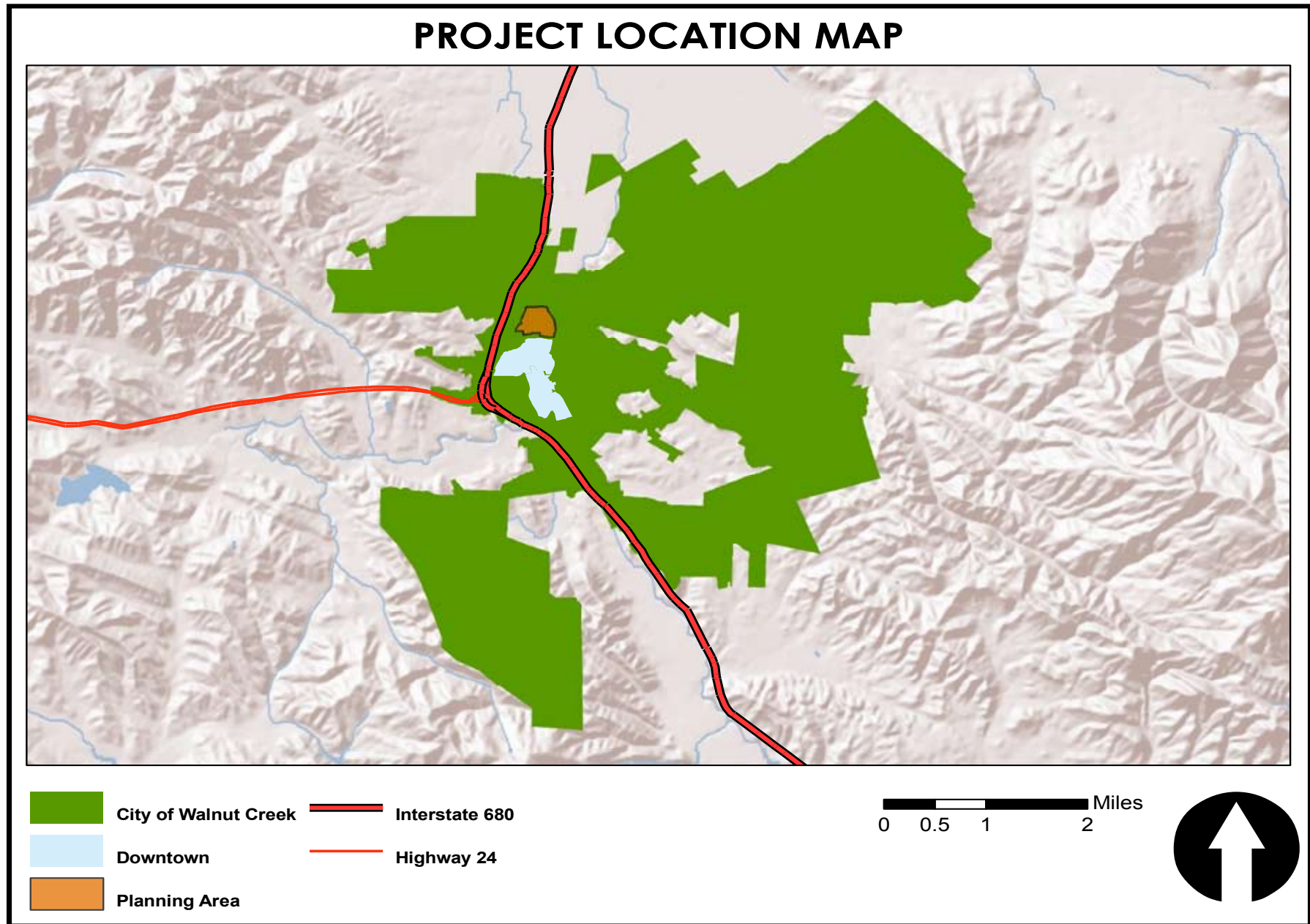


Figure 2

PROJECT LOCATION MAP



Planning Area Boundary

0 125 250 500 Feet

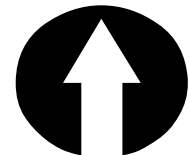


Figure 3

THE NORTH BROADWAY REDEVELOPMENT DISTRICT PLAN

Land Use and Development

General Plan Land Use and Zoning Designations

Current land use designations are identified in the General Plan adopted in 2006 (Figure 4). The General Plan identifies the planning area as the auto sales and services district, and the current zoning designations identified within it include Auto Services (AS), Commercial Retail (CR), Office Commercial (OC), and Civic Facility (CF). The majority of the planning area is zoned AS.

In addition to identifying land uses, the General Plan sets various design and development standards for planning districts and land use types, sets maximum building heights, and floor-area ratio (FAR) for land use designations. Floor-area ratio is defined as the ratio of gross building area to net lot area. The maximum FAR for Auto Sales and Service is 0.1 to 0.6 and the FAR for Office uses is 0.5 to 1.5 (see Figure 5). Maximum building heights within the planning area range from 35 feet along the northern portion and 50 feet along the southern portion of the project area.

The General Plan also identifies building setbacks for particular areas of the City including the project area. Building setbacks along North Civic Drive and Parkside Drive are 20 to 30 feet with an average setback of 25 feet from the right-of-way (R.O.W.). The area of North Main Street from Ygnacio Valley Road to Crockerts Road also has a building setback of 20 to 30 feet with an average of 25 feet from the right-of-way. Ygnacio Valley Road, North Broadway Avenue, and North California Boulevard have building setbacks of 10 to 20 feet with an average setback of 15 feet from the R.O.W (Figure 5).

Surrounding zoning designations include both residential and other commercial and retail oriented uses. Adjacent to the planning

area to the north and east are multi-family residential Planned Developments.

Bordering the planning area immediately south of Ygnacio Valley Road is zoned Office Commercial (OC). Further south of the planning area is Downtown Walnut Creek. This area is zoned Pedestrian Retail (PR) and includes a variety of retail, commercial, and office uses. Downtown Walnut Creek is considered the retail core of the City (see Figure 4).

California Plaza, a mixed-use development is located adjacent to the planning area west of California Blvd. This area is identified as the “Golden Triangle” for its variety for uses which include retail and commercial office space and residential units. California Plaza serves as a strong regional and economic draw within Contra Costa County and the greater Bay Area.

Zoning Map

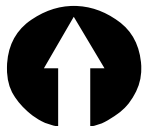
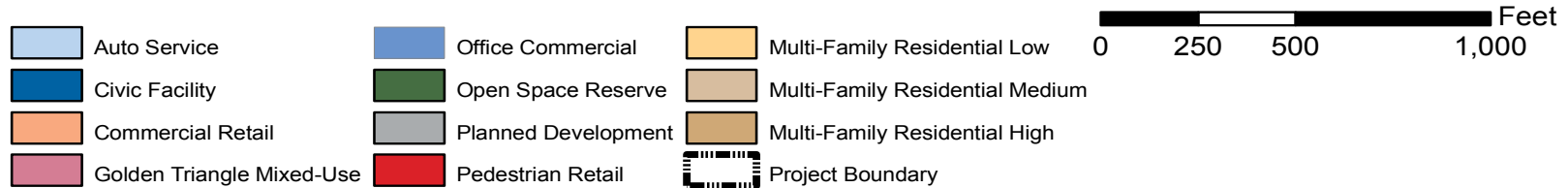
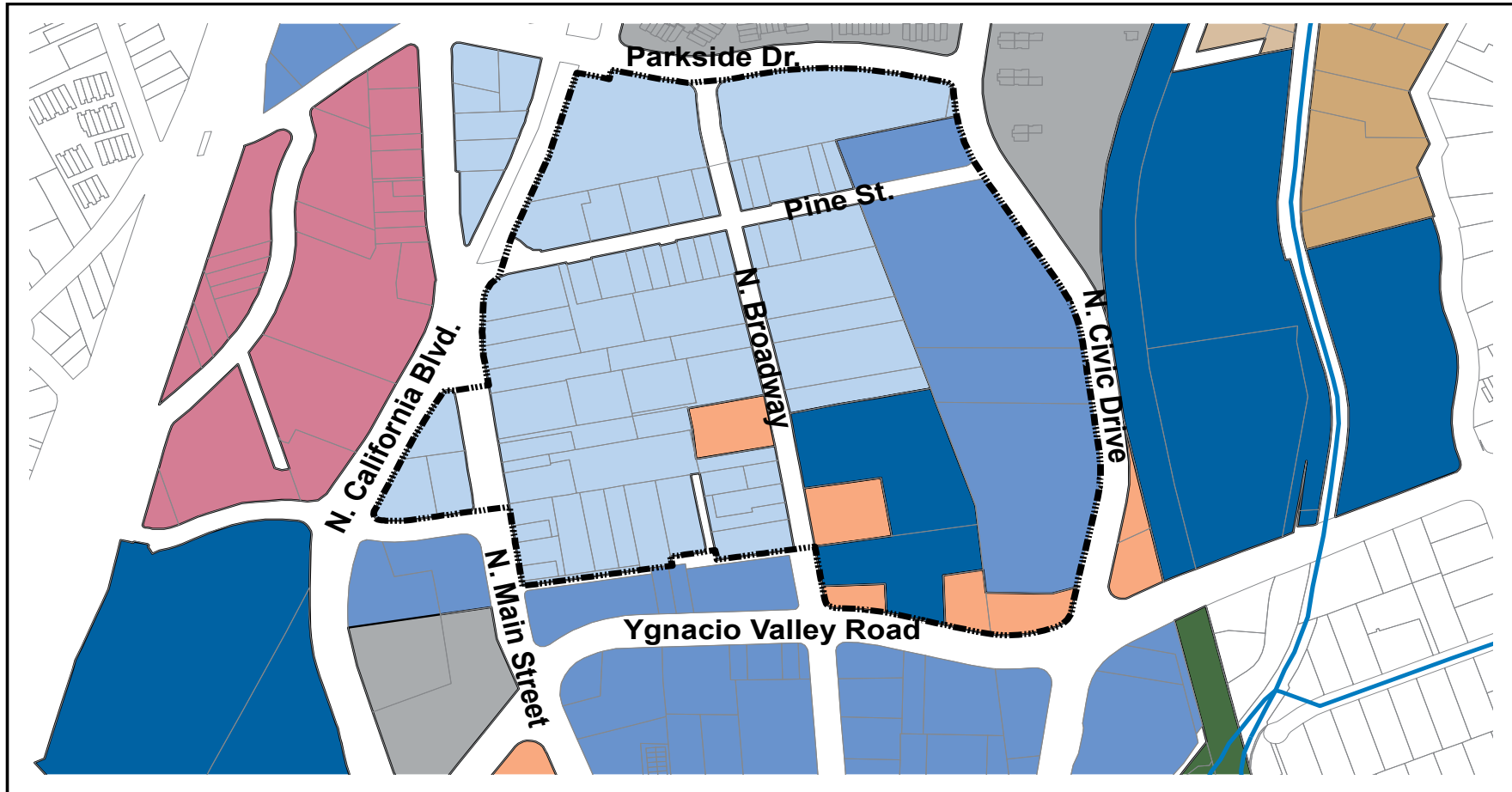
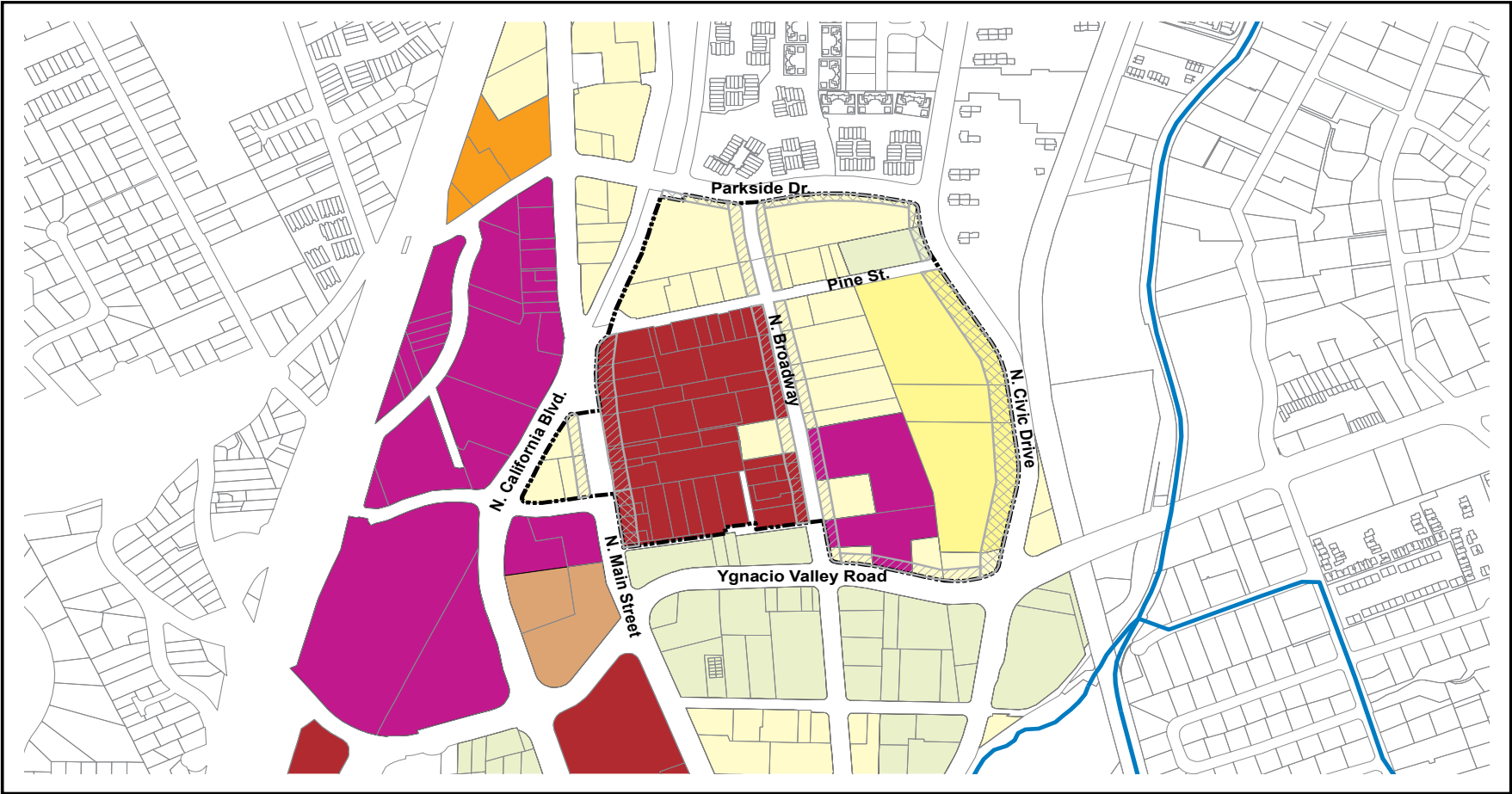


Figure 4

THE NORTH BROADWAY REDEVELOPMENT DISTRICT PLAN

Floor Area Ratio + Setback Map



0 250 500 1,000 Feet



Figure 5

Demographics, Market, and Community Needs

The U.S. Census reports the City of Walnut Creek had a population of 64,296 in 2000 (U.S. Census, 2000). The California Department of Finance estimates the population in 2009 to be 65,865 (California Department of Finance, 2009). The HOusing Element predicts a steady 2 to 3 percent growth in population between 2005-2015 and 2015-2025. The estimated population for Walnut Creek in 2025 is 73,300.

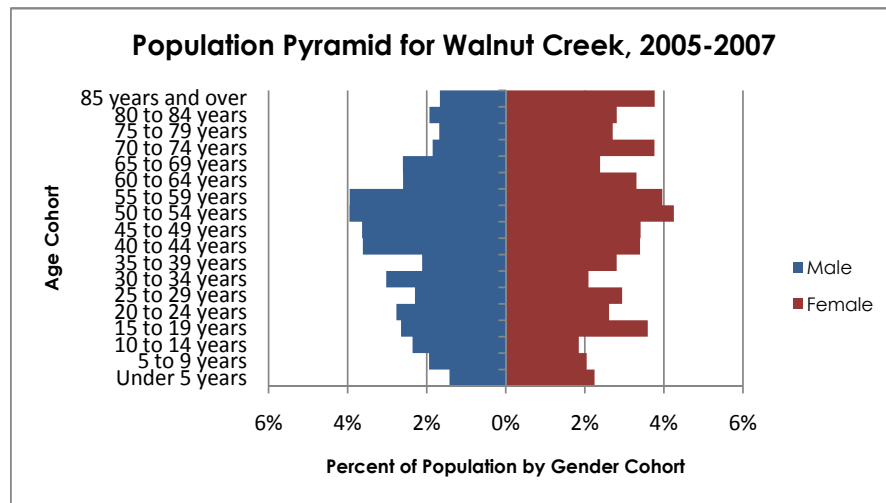


Figure 6

Over 80 percent of residents are Caucasian, 12 percent are Asian, and 7 percent of residents are Hispanic. Eighty-four (84%) percent of residents are over the age of 18 and approximately 30 percent of residents are over the age of 62. Overall, Walnut Creek residents are well educated. Fifty percent (50%) of residents have a college or graduate degree while 25 percent of residents have some college education.

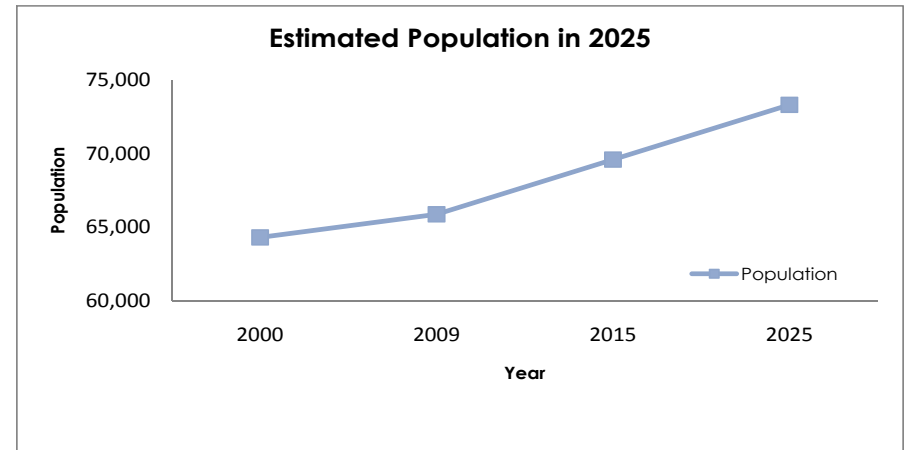


Figure 7

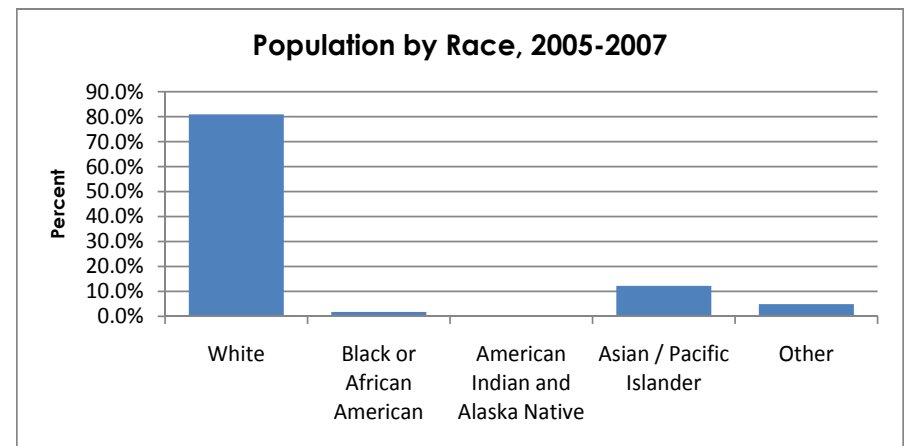


Figure 8

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Housing

In 2000, there were 31,425 housing units in the City of Walnut Creek. Sixty-eight percent (68.3%) of units are owner occupied and 31.7 percent are renter occupied. The median single-family home price is \$857,000. The median income is \$63,238. Single-family detached housing units amount to 38 percent of the total number of housing units. Residential developments consisting of three or more units equal 44.2 percent of the total number of housing units. Thirty-five percent (35.7%) of homeowners spend more than 30 percent of monthly income on housing and 40.5% of renters spend more than 30 percent of their monthly income towards rent. The City of Walnut Creek recently updated the Housing Element of the General Plan. The City anticipates the Housing Element will be adopted in summer 2009.

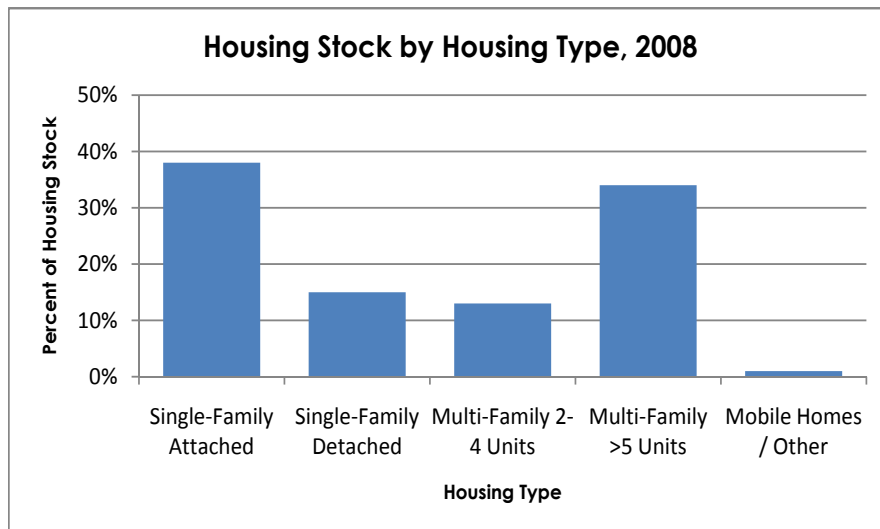


Figure 9

Economic

The City of Walnut Creek serves as an economic center for Contra Costa County and the San Francisco Bay Area. Approximately 55,000 jobs were located in the City in 2005. The largest employment sectors include Financial and Profession Service, Health, Education, and Recreational services. The largest employer within the City is the Long's Drugs Stores Corporation which employed 21,900 in 2008. Retail and arts and entertainment are considered to be the core of the City's economy. This combination of retail strength and entertainment has transformed the City's downtown into a regional destination center.

According to the *Economic Development Plan* the City has a strong "entrepreneurial climate" which has led to the success of many local businesses. It is expected these business will continue to grow and expand. The Association of Bay Area Governments (ABAG) projects the City of Walnut Creek has a jobs/housing balance of 1.63, meaning the City must import many of its labor force from surrounding Bay Area cities.

Community and Market Demands

Affordable housing is in high demand within the City of Walnut Creek. Approximately 30 percent of the City's residents are over the age of 62. Many of these residents are retired and living on fixed incomes. As the cost of housing continues to rise throughout the region, providing affordable housing for the aging population is necessary. The jobs/housing balance shows much of the City's labor force is coming from surrounding communities.

Many of the successful local businesses will require room as they continue to grow. Retail and commercial office space will continue to be in demand as these local business look to expand their operations.

The *Economic Development Plan* identifies the project area as an opportunity for redeveloping the area with a variety of uses. The plan supports mixed-use redevelopment in areas located adjacent to the Walnut Creek BART Station and the North Main Street Specific Plan Area.

Circulation

The project area is located adjacent to Downtown Walnut Creek and is bordered by several arterial roadways. Ygnacio Valley Road is an arterial roadway and identified in the General Plan as a roadway with “regional significance.” Roads classified as “regional significance” are roadway corridors that accommodate regional traffic. Ygnacio Valley Road connects Downtown Walnut Creek with neighborhoods and cities to the east and Interstate 680 and Highway 24 to the west. Ygnacio Valley Road at the project area is two lanes in each direction and has a high traffic volume throughout the week.

North Main Street is the second arterial roadway adjacent to the project area. The portion of North Main Street from Ygnacio Valley Road north to Interstate 680 has been identified as road with “regional significance.” South of Ygnacio Valley Road, North Main Street runs to Downtown Walnut Creek providing direct access to regional shopping, dining, entertainment, jobs, and other local businesses. This street has a high traffic volume throughout the week.

California Avenue runs north-south along the western boundary of the planning area. As an arterial street, California Avenue carries local traffic to the regional transportation networks. California Avenue runs parallel to North Main Street until they intersect at the western edge of the planning area. California Avenue runs adjacent to the Walnut Creek BART Station and along the western edge of Downtown.

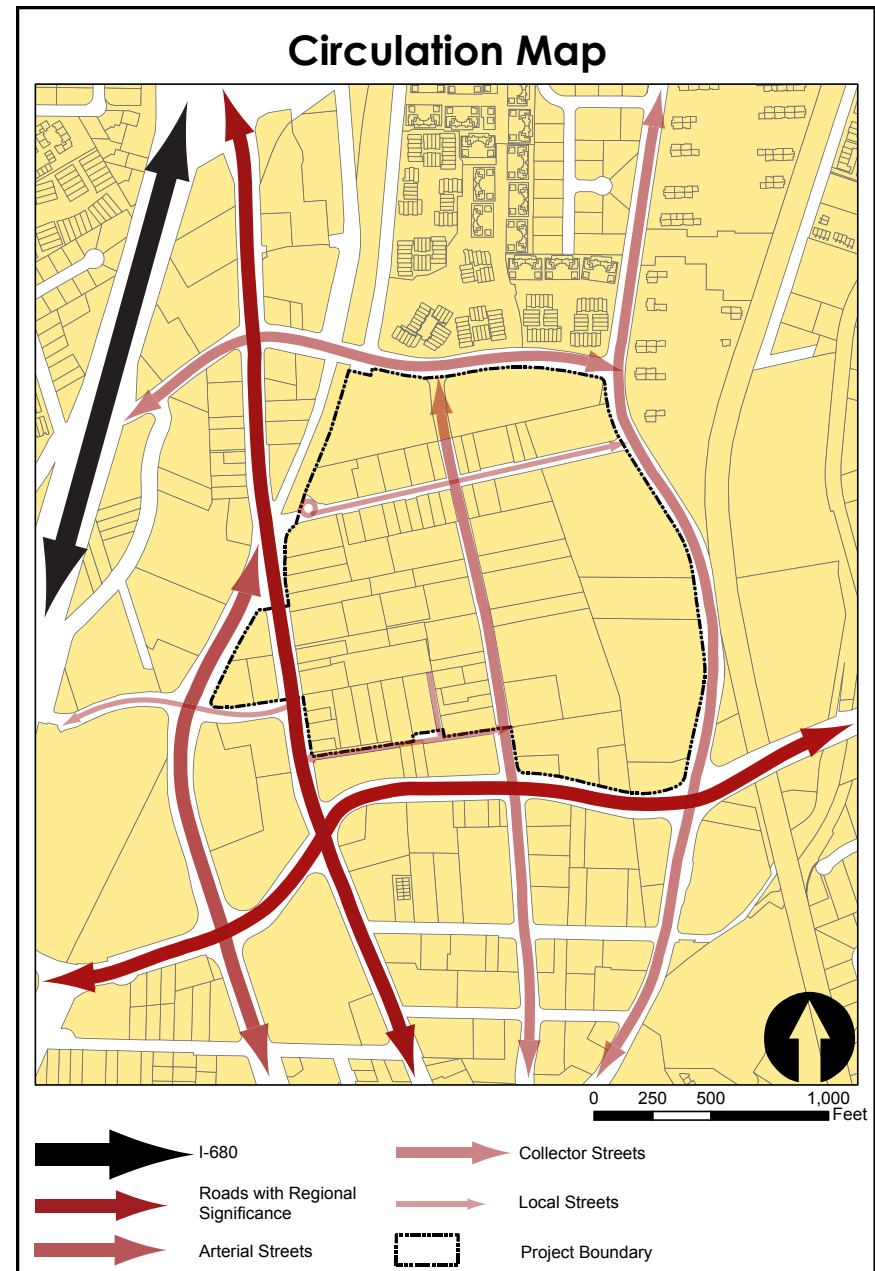


Figure 10

THE NORTH BROADWAY REDEVELOPMENT DISTRICT PLAN

Broadway Avenue runs north-south through the planning area. Broadway Avenue splits the planning area almost in half and is classified as a collector street. Broadway Avenue connects the neighborhoods to the north of the project area with Downtown Walnut Creek. This roadway is one lane in each direction.

There are three local roads within the planning area. Crockerts Road runs between Broadway Avenue and North Main Street. Laurette St. runs north from Crockerts Road into the planning area but dead ends. Pine Street runs between North Civic Drive and California Avenue. There is no connection between Pine Street and California Avenue.

Public Transit

The Contra Costa County Transit Authority provides fixed route, paratransit service to the City of Walnut Creek. There are 13 fixed routes which serve the project area with surrounding services and communities in central and eastern Contra Costa County. A total of six County Connection bus stops are located within a quarter mile radius and 22 bus stops are within a half mile radius of the center of the planning area.

The local and regional bus routes that serve the planning area are County Connection Routes 1, 2, 4, 5, 7, 9, 15, 21, 25, 93x, 95x, 96x, and 98x. Route 5 is a free shuttle bus connecting the Walnut Creek BART Station and surrounding neighborhoods and Downtown Walnut Creek. Route 5 makes one stop at the northern boundary of the project area along Parkside Drive. Routes 1, 4, 7, 15, 92x, and 93x connect the Walnut Creek BART Station with surrounding neighborhoods and neighborhood shopping centers, regional shopping centers, medical centers, and the Pleasant Hill BART Station. These routes make several stops along Ygnacio Valley Road adjacent to the planning area.

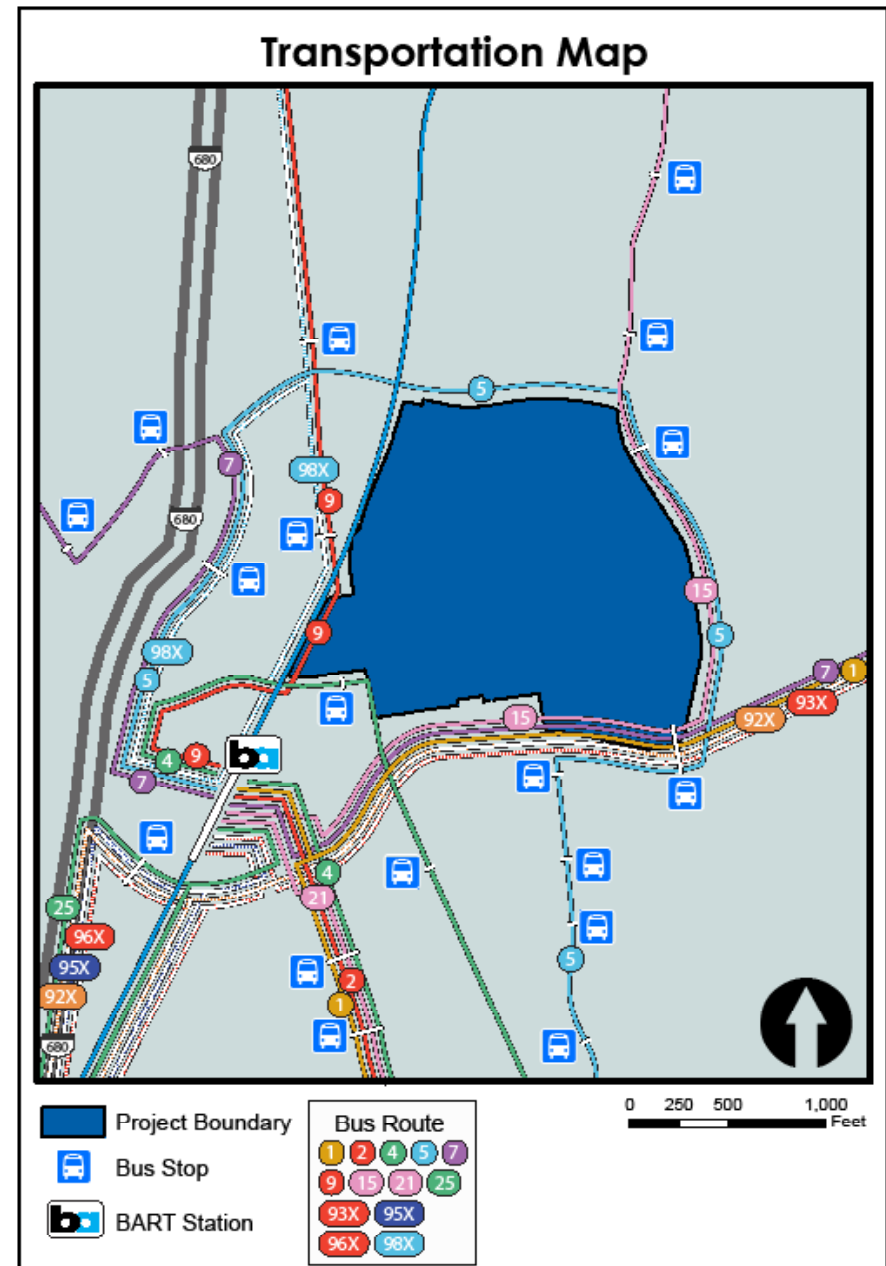


Figure 11

Routes 95x and 96x connect the Walnut Creek BART Station with various communities throughout Contra Costa County. Route 15 connects the Walnut Creek BART Station with the Pleasant Hill and Concord BART Stations. This route makes several stops along N. Civic Drive adjacent to the planning area.

The Walnut Creek Bay Area Rapid Transit (BART) Station is within a half mile radius of the center of the planning area. BART connects the City of Walnut Creek with the greater Bay Area region, including the cities of San Francisco, Oakland, Berkeley, and Fremont.

Bicycle Infrastructure

There are three classifications of bicycle infrastructure: Class 1, Class 2, and Class 3. Class 1 bikeways are separated Rights-of-Way (ROW) and have minimal automobile interference. Class 2 bikeways are restricted ROW within the roadway. A typical Class 2 bikeway is a bike lane. Class 3 bikeways are on-street routes identified by signage and pavement markings. Class 3 bikeways share the ROW with automobiles. Existing Class 1 through 3 bikeways have either direct access to the planning area or travel adjacent to the planning area.

The Iron Horse Regional Trail is part of the East Bay Regional Park District's regional trail network. The regional trail network links the District's open space areas with surrounding neighborhoods and communities throughout the East Bay. The Iron Horse Regional Trail travels adjacent to the planning area along North Civic Drive. The trail is a Class 1 bikeway. The multi-use trail is grade separated as it crosses over Ygnacio Valley Road. There is one access point to the trail from North Civic Drive; however, the trail access is a small opening between tall hedges and a chain-link fence and is not very visible from the planning area.

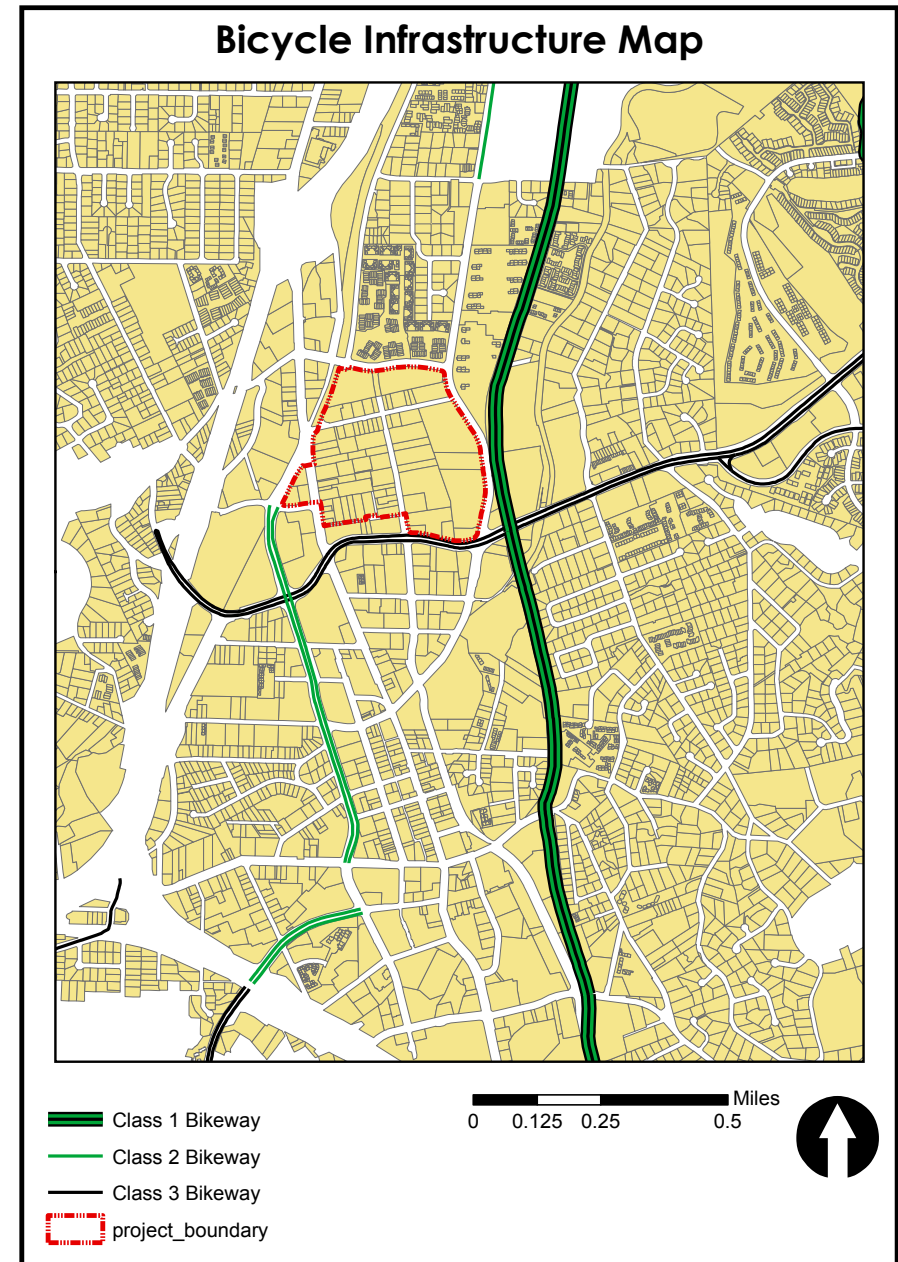


Figure 12

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California Avenue has Class 2 bikeways from North Main Street south to Mount Diablo Boulevard. The bikeway ends at the southern edge of California Plaza at the intersection of California Avenue and Pringle Avenue. A Class 2 bikeway on N. Civic Drive ends approximately a half mile north of the planning area.

Ygnacio Valley Road has Class 3 bikeways which travel along the length of the planning area. Class 3 bikeways share the ROW with automobile traffic. Ygnacio Valley Road is a road of regional significance. This road carries a high volume of traffic making bicycle access challenging.

Natural Features and Topography

The City of Walnut Creek is located at the foot of Mount Diablo. The City is nestled amongst the rolling, oak covered hills common throughout California. The planning area is located just north of Downtown Walnut Creek and is consistent with an urban environment. The planning area is primarily developed with underutilized auto sales and service lots.

The project area slopes slightly in all directions. The highest point of the project area is located just south of the intersection of Pine Street and North Broadway Avenue. There is a total elevation change of approximately 10 feet.

Walnut Creek runs south to north along the eastern boundary of the planning area and eventually ends in the San Francisco Bay. The creek is the major tributary within the Walnut Creek watershed. The portion of Walnut Creek that runs adjacent to the planning area has been converted to a cement channel. The planning area is located in the Grayson's Creek subwatershed, one of four subwatersheds within the Walnut Creek watershed. (Watershed Atlas)

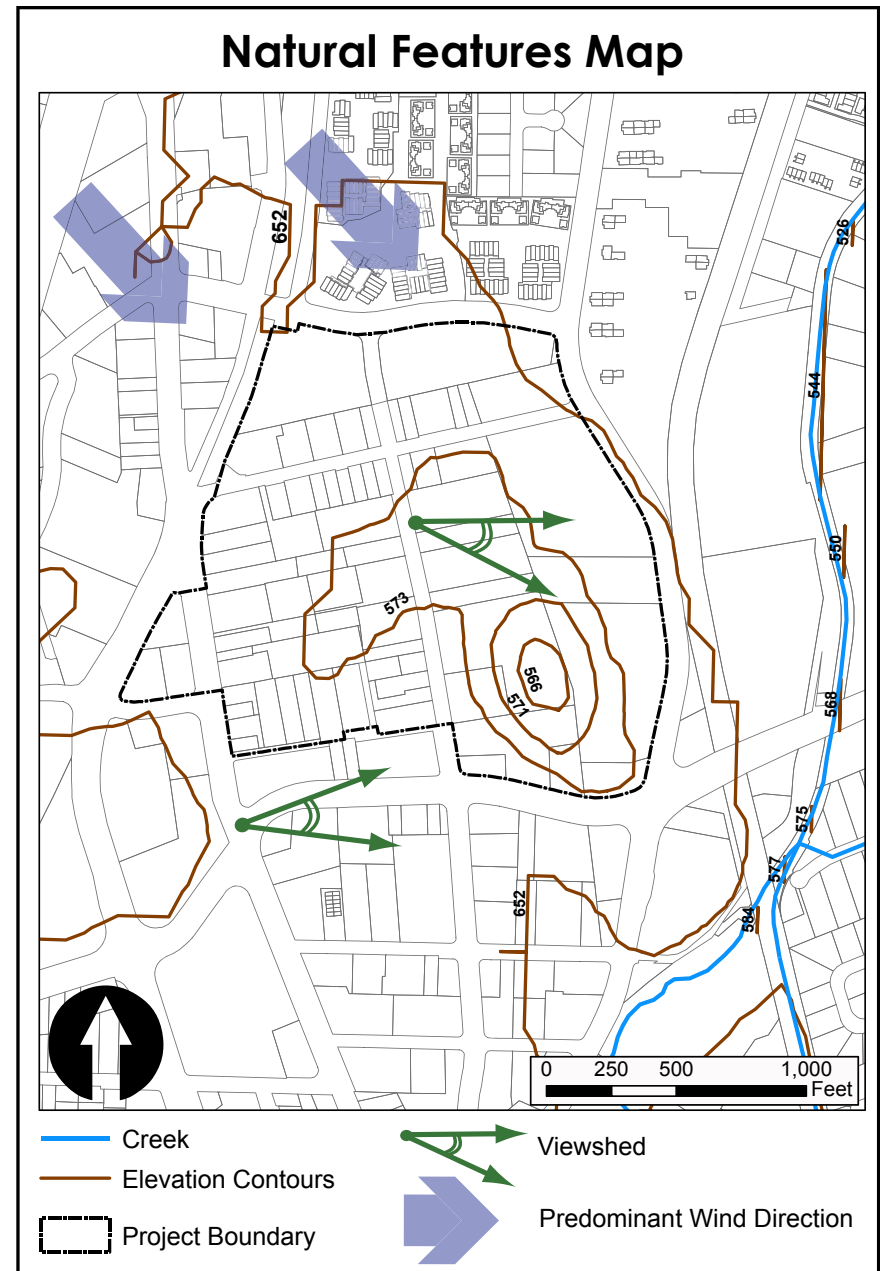


Figure 13

The predominant wind pattern in Walnut Creek is a northwesterly pattern as the winds arrive from off the bay and travel down through the valleys. The summer months see the strongest average wind speeds.

Ygnacio Valley Road, Civic Drive, North Main Street, North Broadway Avenue, and California Boulevard have been designated in the General Plan as scenic corridors. Many areas within Walnut Creek offer spectacular views of Mt. Diablo to the east. The General Plan identifies several areas within the City as either an urban view, panoramic view, or views of Mt. Diablo. The project area has an urban view designation. In addition, a portion of North Broadway Avenue provides a stunning view of Mt. Diablo.

Open Space and Recreation

The Walnut Creek General Plan maintains a goal of providing 5 acres of parkland for every 1,000 residents. The City currently has over 2,700 acres of open space and a ratio of over 45 acres of parkland for every 1,000 residents. Lime Ridge, Shell Ridge, and Castle Rock are the largest open space preserves located in the City. The eastern City Limit line borders Mt. Diablo State Park.

Civic Park and the adjacent open space parcel are the closest to the planning area. The southeastern corner of the planning area is located within a one-quarter mile radius of the park. Several other parks and open spaces located in close proximity include Heather Farms, Acalanes Ridge Open Space, and Walden Park; however, these parks are all located further than a half mile from the planning area.

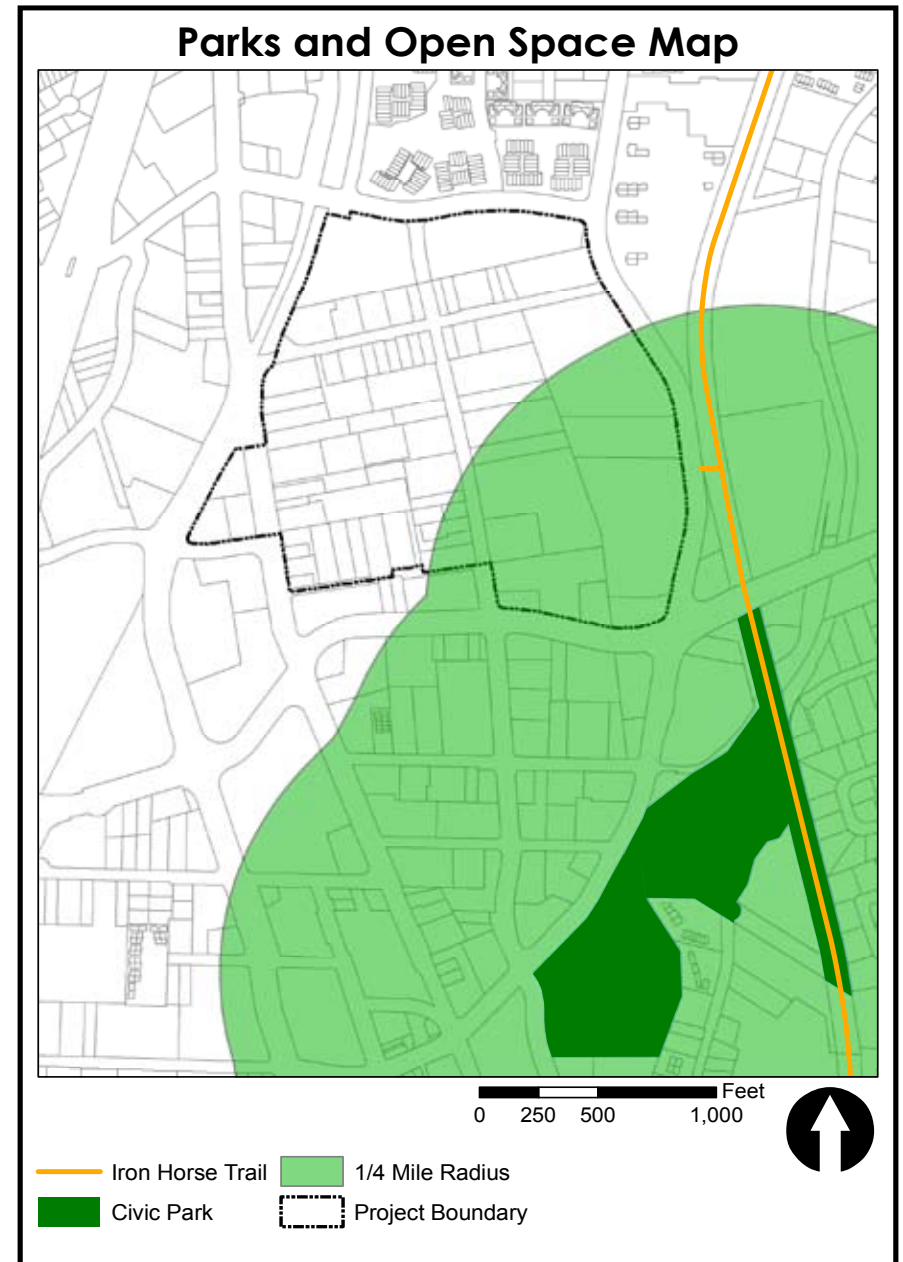


Figure 14

THE NORTH BROADWAY REDEVELOPMENT DISTRICT PLAN

Existing Development

There is no existing gateway into the planning area. At the intersection of Ygnacio Valley Road and North Broadway, a gas station marks the entrance into the planning area. Located behind the gas station is an office building. The gas station is in poor condition while the office building lacks architectural design elements providing an uninviting environment at the primary intersection into the planning area.

Located next to the gas station along Ygnacio Valley Road is the Contra Costa County Superior Court House. This building is setback from the street with a parking lot in front. The building is in poor condition and the architecture does not resemble a government or judicial facility. The post office is located adjacent to the Court House on North Broadway. Like the Court House, the post office is setback from the street and surrounded by surface parking lots. The building is in fair condition; however, the uninviting facade does not distinguish this building from adjacent uses.

North Broadway includes a combination of retail, restaurant, office, auto sales lots, and auto service uses. Building setbacks vary from 5 to 25 feet or further. Buildings along North Broadway lack a consistent architectural style with no identifiable pattern of development.

The planning area along North Civic Drive is similar to that of North Broadway. There are several larger office buildings that face away from the street. The two office buildings are separated by a vacant lot. A two level parking garage behind one of the office buildings provides additional parking for the building. The other office building is surrounded by a surface parking lot and the vacant lot also serves as a parking lot. Both office buildings are in good condition. The west side of North Civic Drive has more consistent streetscape than North Broadway. A convenience store and restaurant are located at the intersection of North Civic Drive and Pine Street. Auto service stores

are located around the corner on Parkside Dr. These buildings are in good to fair condition.

The uses along Parkside Dr. include auto services and sales lots. The buildings are setback from the street and lack a consistent architectural theme. Unlike other areas of the planning area, Parkside Dr. has mature street trees and is more inviting for pedestrians. The buildings located along this street are in fair to good condition. The car sales lot on the western corner includes both outdoor sales and indoor sales of automobiles.

As North Main Street travels from downtown to the planning area, the street widens from one lane to two lanes in each direction with a median and on-street parking. The uses located along North Main Street include office, auto service and sales lots, and a dance club. Several vacant lots serve as parking lots for adjacent businesses. The buildings along North Main Street are in poor to fair condition. North Main Street lacks a consistent streetscape north of Ygnacio Valley Road.

Auto service and sales lots and a couple of restaurants are located along Pine Street. Similar to other areas within the project area, buildings located along Pine Street lack a consistent architectural style and have varying setbacks from the street. Setbacks along Pine Street vary from 5 to 25 feet or further. Many of the buildings are surrounded by surface parking lots. Several vacant lots provide parking for adjacent uses. Building conditions vary from good to poor.

Figure 6 identifies building conditions within the planning area; however, there are many buildings which do not have street frontage. These buildings are difficult to photograph and document. As a result the buildings identified in Figure 6 are those that are easily accessible from the street.

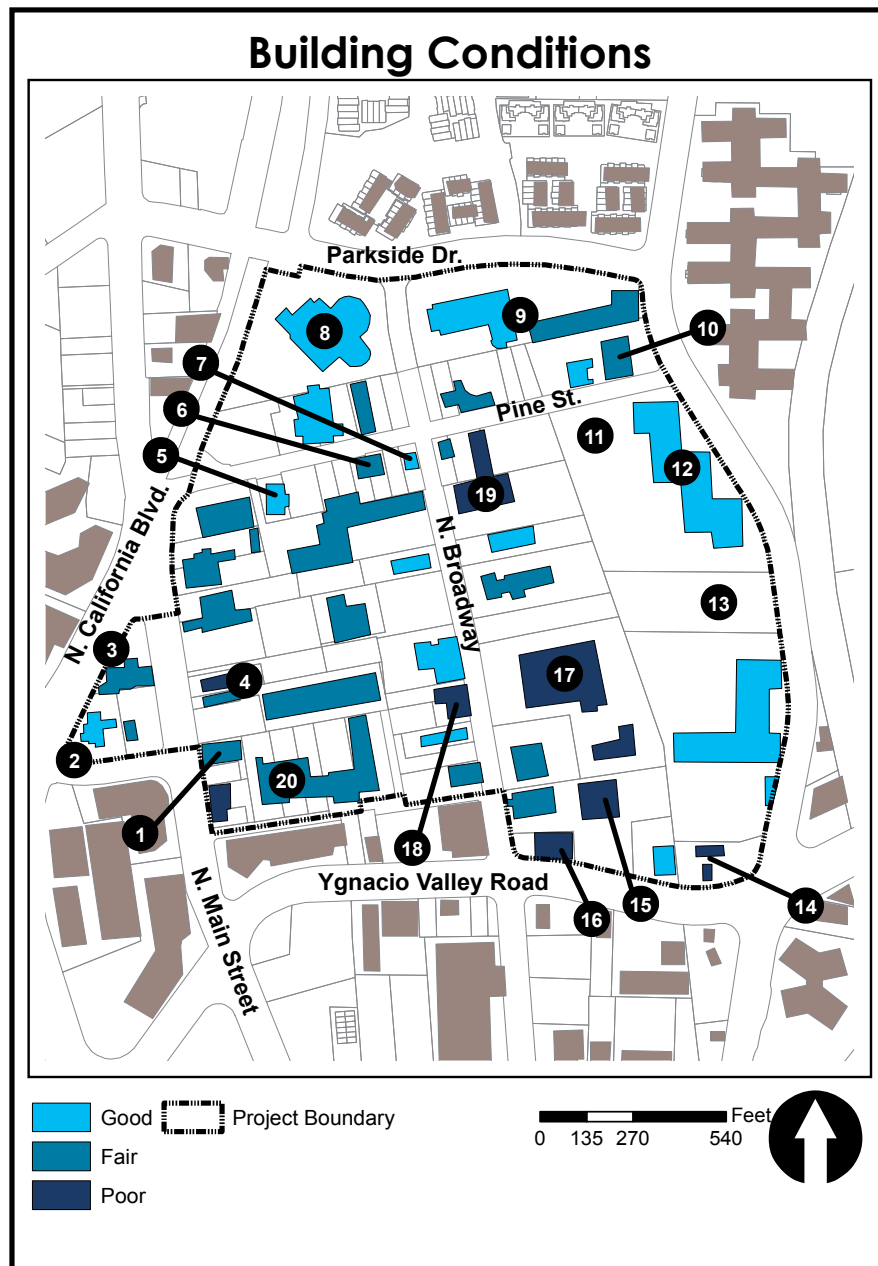


Figure 15



- Use: Auto Service Retail
- Fair Condition
- Building adequately maintained.
- Lacks architectural features.
- Surrounded by surface parking lots.
- 1 story building
- Building fronts street



- Use: Financial Services
- Good Condition
- Building well maintained.
- Lacks architectural features.
- Surrounded by surface parking lots.
- 1 story building
- Building setback from street.



- Use: Auto Sales
- Fair Condition
- Building adequately maintained.
- Lacks architectural features.
- Surrounded by surface parking lots.
- 1 story building
- Building setback from street.

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- Use: Auto Service Retail
- Poor Condition
- Building not well maintained.
- Lacks architectural features.
- Surrounded by surface parking lots.
- 1 story building
- Building fronts street.



- Use: Office
- Good Condition
- Building well maintained.
- Lacks architectural features.
- 1 story building
- Building fronts street.



- Use: Personal Services
- Fair Condition
- Building adequately maintained.
- Lacks architectural features.
- Surrounded by surface parking lots.
- 2 story building
- Building setback from street.



- Use: Restaurant
- Good Condition
- Building well maintained.
- Lacks architectural features.
- 1 story building
- Building fronts street.



- Use: Auto Service Retail
- Good Condition
- Building well maintained.
- Incorporates large storefront windows.
- Surrounded by surface parking lots.
- 2 story building
- Building setback from street.



- Use: Auto Service Retail
- Good & Fair Condition
- Building well maintained.
- Lacks architectural features.
- Surrounded by surface parking lots.
- 1-2 story building
- Building setback from



- Use: Convenience Store
- Fair Condition
- Building adequately maintained.
- Lacks architectural features.
- Surrounded by surface parking lots.
- 1 story building
- Building setback from street.



- Use: Vacant
- Surface parking lot



- Use: Office
- Good Condition
- Building well maintained.
- Modernist architectural features.
- Surrounded by surface parking lots.
- 2-3 story building
- Building setback from street.



- Use: Vacant
- Surface parking lot



- Use: Gas Station
- Poor Condition
- Building not well maintained.
- Lacks architectural features.
- Surrounded by surface parking lots.
- 1 story building
- Building setback from street.



- Use: Public Facility
- Poor Condition
- Building not well maintained.
- Lacks architectural features.
- Surrounded by surface parking lots.
- 2 story building
- Building setback from street.

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- Use: Gas Station
- Poor Condition
- Building not well maintained.
- Lacks architectural features.
- Surrounded by surface parking lots.
- 1 story building
- Building setback from street.



- Use: Public Facility
- Poor Condition
- Building not well maintained.
- Lacks architectural features.
- Surrounded by surface parking lots.
- 1 story building
- Building setback from street.



- Use: Restaurant
- Good Condition
- Building well maintained.
- Brick facade and outdoor seating.
- 2 story building
- Building fronts street.



- Use: Office
- Poor Condition
- Building adequately maintained.
- Lacks architectural features.
- Surrounded by surface parking lots.
- 2 story building
- Building setback from street.



- Use: Office
- Fair Condition
- Building adequately maintained.
- Lacks architectural features.
- Surrounded by surface parking lots.
- 1 story building
- Building setback from street.

Key Issues

Location to Mass Transit

The District is located adjacent to regional transportation. The Walnut Creek BART Station serves as a regional transportation hub and provides direct access to regional employment and shopping centers.

Downtown Walnut Creek

The planning area is located adjacent to Downtown Walnut Creek. Downtown Walnut Creek is a well established retail and employment center of the region.

Under-utilization

A majority of the planning area is developed with low density, automobile sales lots and service retail. Vacant parcels have been paved and are used as additional parking for the District.

Opportunities

1. Bay Area Rapid Transit (BART) Station

The proximity to the Walnut Creek BART Station provides the District direct access to the regional mass transportation network. BART connects the District with the cities of San Francisco and Oakland-- the two major employment and financial centers of the region. The Walnut Creek BART Station also serves as a transportation hub which serves a variety of regional and local bus lines.

2. Contra Costa County Transit Authority bus routes

Several bus routes directly serve the District. This convenient access to mass transportation reduces the need for daily automobile trips to work and shopping.

3. View corridors of Mount Diablo

Panoramic views of Mount Diablo are a cultural resource for the residents of Contra Costa County. Preserving views of Mount Diablo is a General Plan Policy.

4. Iron Horse Regional Multi-use trail

The Iron Horse Regional Trail links regional open spaces and communities throughout the East Bay. Access to this trail from the District provides another link to alternative transportation networks.

5. Superior Courthouse and Post Office

The Superior Courthouse and Post Office are in poor condition. They lack architectural features and are surrounded by surface parking lots. This provides a unique opportunity to develop a gateway into the District and strengthen the City's status as a regional employment center through expansion of these facilities.

6. Buildings in poor condition

These buildings provide a unique opportunity to redevelop the District. The poor conditions of buildings increase the likely hood of redevelopment.

7. Under-developed properties

The low density and common surface parking lots make the District an unattractive place adjacent to downtown. Located adjacent to mass transportation, the District is very under-utilized.

8. Alleyway

This alleyway serves as an opportunity for building orientation. The alleyway already serves the rear of several buildings and a parking structure along Ygnacio Valley Road.

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Constraints

1. Buildings in good condition

The buildings in good condition make redevelopment difficult. Utilizing existing buildings is an excellent way to reduce energy and materials during construction. The Plan will recognize these buildings as an opportunity to save building materials and resources but will plan uses and future structures that are compatible.

2. Limited Access from N. California Boulevard to Pine Street

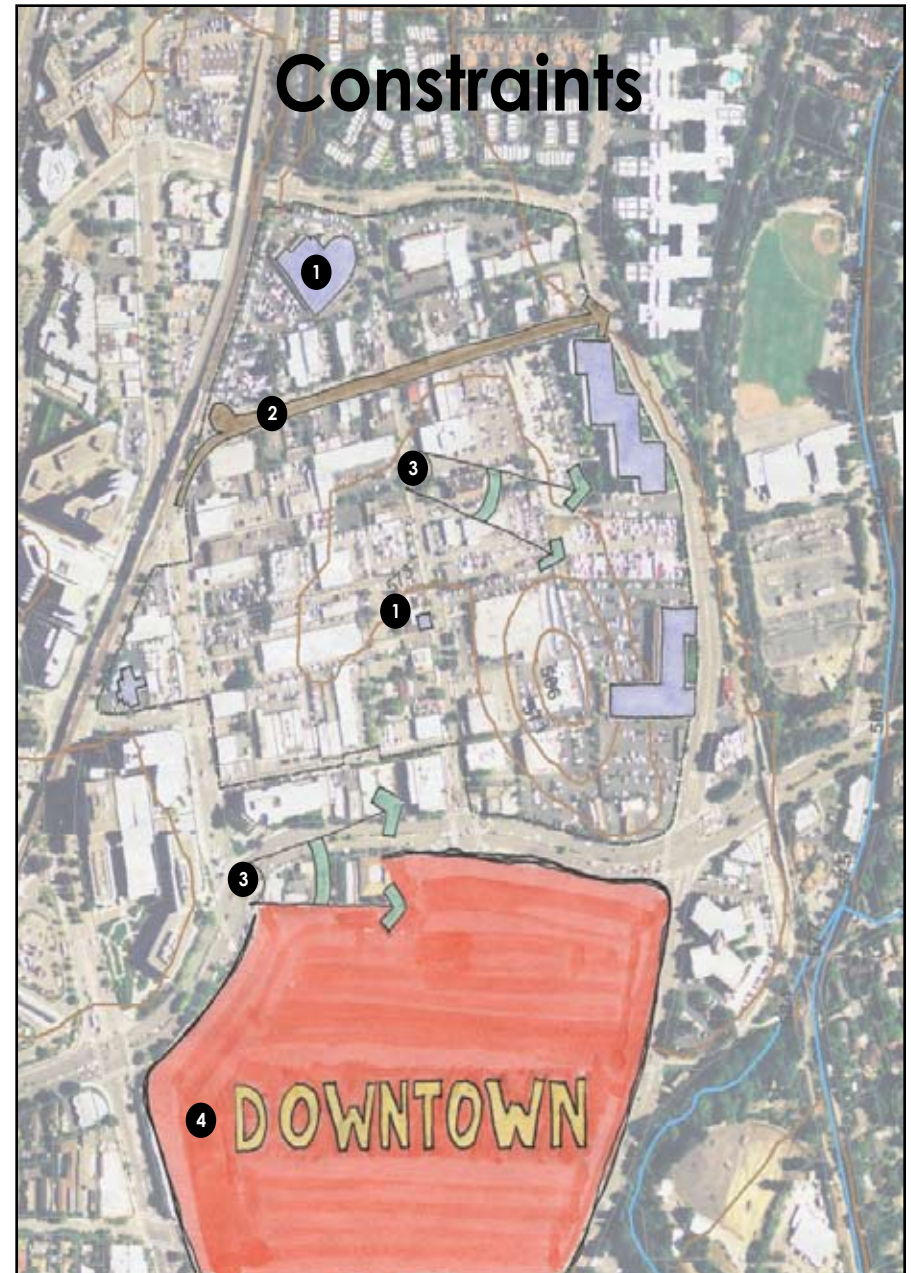
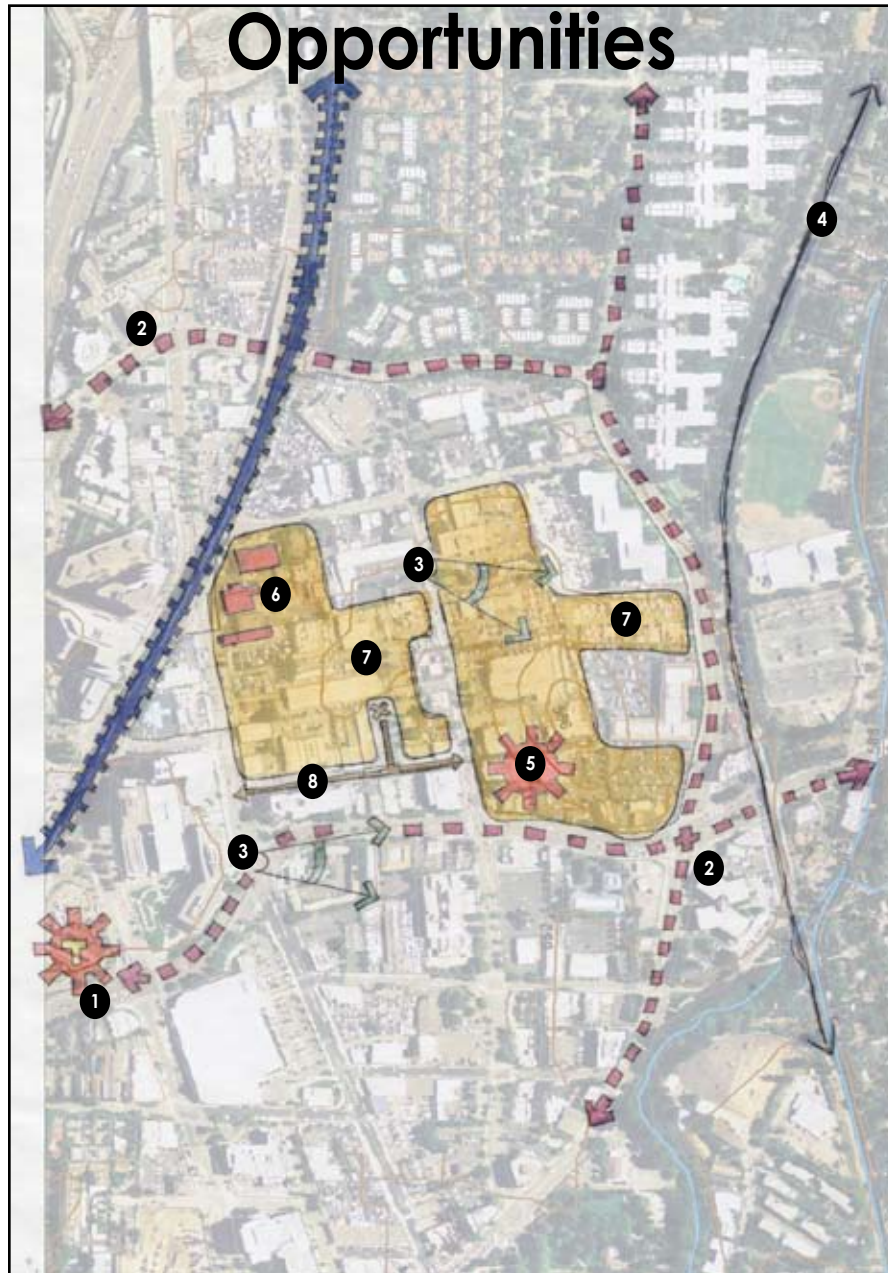
Access from North California Boulevard to Pine Street is restricted to east-bound traffic. This limits future circulation of the planning area and could potential impact proposed uses along Pine Street.

3. View corridors of Mount Diablo

The General Plan incorporates policies to protect views of Mount Diablo. While this provides on opportunity to protect cultural resources, it limits building heights within the District.

4. Downtown Walnut Creek

Downtown Walnut Creek is a well established employment, shopping, and dining center of the region. Ygnacio Valley Road serves as a physical end to Downtown to the north. The proximity to Downtown will restrict future uses in the District. The District should not compete with Downtown Walnut Creek but rather complement it.



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2.0 Theoretical Framework

This chapter is a discussion of New Urbanism and sustainable urbanism as a platform for a design proposal framework for the North Broadway Redevelopment District.

The New Urbanism movement began in 1993 and its principles are largely based on traditional town planning and urban design principles. Sustainable urbanism is a more recent urban design framework which “builds on the principles of smart growth, new urbanism, and green buildings” (Farr, 2008) and attempts to take them one step further.

Sustainable urbanism recognizes that smart growth, new urbanism, and the Leadership in Energy and Environmental Design (LEED) cannot solve the complex problems the planning profession is presented with alone. Sustainable urbanism attempts to integrate these “various initiatives into a cooperative whole” (Farr, 2008) that will truly support sustainable communities.

New Urbanism

With the creation of The Congress for New Urbanism (CNU) by a group of architects interested in improving the built environment and protecting natural resources in 1993, a new movement was born to promote compact, mixed-use neighborhoods, promote walking between uses, and increase use of public transportation. This community design philosophy is a complete reversal of the sprawling development designed by and for the personal automobile of the last half century. The principle founders of CNU, along with the works of Andres Duany and Elizabeth Zyberk, “recognize that design affects behavior” (Lennertz, 1992).

During the first annual congress, the founding principles laid the framework for new development to incorporate principles of traditional city planning. The Charter is broken into three sections of nine articles organized into scale starting from the region and ending at the building (Farr, 2008). The Charter declares:

“We stand for the restoration of existing urban centers and towns within coherent metropolitan regions, the reconfiguration of sprawling suburbs into communities of real neighborhoods and diverse districts, the conservation of natural environments, and the preservation of our built legacy.”

There are ten major principles to New Urbanism:

1. Walkability
2. Connectivity
3. Mixed-Use and Diversity
4. Mixed Housing
5. Quality of Architecture and Urban Design
6. Traditional Neighborhood Structure
7. Increased Density
8. Green Transportation
9. Sustainability
10. Quality of Life

Andres Duany and Elizabeth Plater-Zyberk recognize that healthy communities are complex organic systems and have worked to develop a basic set of design principles to solve the “multifaceted problem of town design” (Lennertz, 1992). Their design principles are consistent with the principles of New Urbanism to produce a quality

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of life in new developments not found in suburban sprawl. These design principles or “town-making fundamentals” are divided into the master plan, street network, pedestrian network, street sections, the regulating plan, public buildings and squares, and the codes. The master plan incorporates all critical information related to the town plan and is the equivalent of an area’s general plan. The regulating plan and codes provide the tools necessary to implement the master plan.

Sustainable Urbanism

The core essence of sustainable urbanism is “walkable and transit-served urbanism integrated with high-performance buildings and high-performance infrastructure” (Farr, 2008). At its core, density and access to nature is sustainable urbanism. Like the CNU, sustainable urbanism is broken into the three components of human settlements: neighborhoods, districts, and corridors.

Farr (2008) emphasizes the need for neighborhoods to integrate five key attributes. These attributes are also reflected throughout New Urbanism. According to Farr, the five key attributes of successful neighborhoods are definition, compactness, completeness, connectedness, and biophilia, or the access to nature.

While there are many similarities between New Urbanism and sustainable urbanism, sustainable urbanism attempts to further integrate the principles and design standards from the individual project to the regional levels of planning and development.

Design Framework

I have identified three key components of New Urbanism and sustainable urbanism to form the framework for the North Broadway

Redevelopment Plan. The key components are street network, quality of architecture, urban design and placemaking, and sustainability. From these key components, I will derive much of the plan’s design guidelines.

Street Network

According to Hall and Porterfield (2001), circulation and the street network, both pedestrian and vehicular, serve as the backbone to a neighborhood and community by providing access, service, and security for residents. A street network forms blocks which provide logical sites for private development (Farr, 2008). When designed correctly, the street network can provide connectivity within and between neighborhoods and land uses for automobiles, pedestrians, and bicyclists. Streets should be designed for walkability first and automobiles second (Farr, 2008).

This concept is often referred to as a “complete streets” framework for designing a neighborhood, district, or community’s “backbone.” A “complete streets” framework matches a street’s typology with the urban context (Farr, 2008). Thus, a street hierarchy can reinforce the character of the neighborhood or district.

Streets can also create clearly identifiable edges to a neighborhood which has been identified as one of the key attributes of successful

and sustainable neighborhoods by Farr, Duany, and Plater-Zyberk.

Quality of Architecture, Urban Design, and Placemaking

Quality architecture and urban design is closely tied with placemaking. The CNU Charter emphasizes beauty, aesthetics, and human comfort in the urban form to create a sense of place. Hall and Porterfield (2001) pose the following question.

“Why are some of the more traditional towns from the past still functional and desirable today?”

Research has suggested that the perception and use of spaces can be defined by the quality (Hall & Porterfield, 2001). This is one reason why the CNU has placed an emphasis on the architecture and urban design of places. Today’s suburban development is lacking in the quality of architecture and urban design through track home and strip mall developments.

Buildings should be designed with the pedestrian in mind. Architectural features including storefront windows, awnings, roof gables, and window shutters contribute to the character of a neighborhood or shopping district and is more inviting for pedestrians.

Building massing should also be considered. Building massing and placement can positively or negatively impact the character of a place. Large buildings should be broken through the use of architectural features to create a more inviting place.

Sustainability

Sustainability is somewhat of a broad topic but is a key element to going beyond New Urbanism. Sustainability not only incorporates

building design and construction at the project level but resource conservation at the neighborhood, district, and corridor levels. This includes stormwater management, open space, habitat corridors, food production, and energy consumption.

Urban and suburban developments throughout the country generate substantial amounts of stormwater runoff that contributes to erosion, sedimentation of our waterways, flooding, poor water quality, and loss of habitat. The use of bioswales can help reduce the amount of runoff generated as a result of development and lessen the impacts on the environment (Farr, 2008).

According to Farr, open space is the most neglected realms of town planning. Parks within walking distance can enhance the quality of neighborhood life. The CNU defines five types of neighborhood parks. In addition, parks can provide quality habitat and can link larger open space areas within a district or corridor.

Conclusion

The Charter for the Congress for New Urbanism and sustainable urbanism share many of the same design principles to develop economically, environmentally, and socially sustainable communities. A street network, quality of architecture, and placemaking are three key components of sustainable development. The North Broadway Redevelopment District Plan will incorporate these design principles into the proposed land use plan.

In addition to discussing the principles of New Urbanism and sustainable urbanism, a discussion in the form of three case studies will illustrate the many strategies used to achieve the goals of New Urbanism and sustainable urbanism. The three case studies are:

- Santana Row, San Jose, CA
- The Crossings, Mountain View, CA
- Lloyd Crossing, Portland, OR

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Santana Row

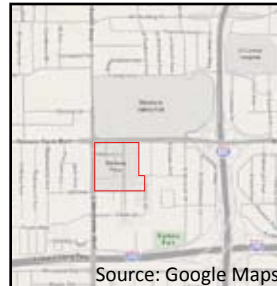
Project at a Glance

Location: San Jose, CA

Land Area: 42 acres

Dwelling Units: 1,201

Commercial Square Footage: 680,000



Project Highlights

- Regional high-end shopping destination
- 29.2 Dwelling Units per Acre
- Includes 7 parks, several smaller plazas, and a mix of public and private open spaces.

Key Sustainable Urbanism Thresholds

- Density
- Connectivity
- Walkability
- Quality of Architecture
- Scale and Building Massing
- Open Space
- In-fill development

Background

Santana Row is a mixed-use development in San Jose, California. The project site was previously occupied by an auto-oriented strip mall. The project was developed by Federal Realty Investment Trust (REIT) in four phases beginning in 2002. The final phase of the project was expected to be completed by the end of 2009.

REIT designed the project to recreate the European lifestyle and included lessons learned from an earlier development on the east

coast of the United States. When REIT purchased the property in 1997, the Silicon Valley and San Jose was experience tremendous growth in the high-tech industry but lacked the housing and retail capacity to accommodate such tremendous growth. Santana Row looked to take advantage of the population looking for the urban lifestyle by incorporating higher end retail and dining.

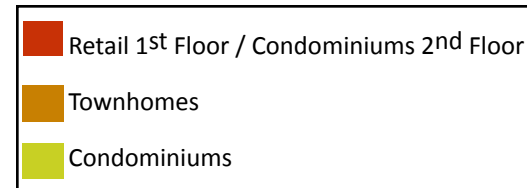


Figure 16

The planning process included community participation early in the project which allowed the developer to address community concerns from the outset. An extensive environmental review was conducted and mitigation measures were incorporated which included the relocation of an endangered species.

The entitlement process included amendments to the General Plan and Zoning Code to allow the proposed uses and densities. The Specific Plan was adopted in 2003.

Project Design

Santana Row could be considered a New Urbanist project which includes retail, office, and residential uses to create a dense urban setting located on the southeast corner of Steven's Creek Boulevard and S. Winchester Boulevard in San Jose, CA.

Santana Row is designed on a grid pattern to efficiently move pedestrians and automobiles through the planning area. Using architectural design and building massing, a 1,500 foot long block was broken into several smaller blocks to enhance the pedestrian experience. Streetscapes provide an inviting atmosphere for pedestrians by locating retail on the ground floor, incorporating store front windows, outdoor eating and seating, and landscaping.

An average minimum building setback used throughout the project is 5 feet. This average setback contributes to the dense urban atmosphere project designers were striving for. Building heights also contribute to the urban experience. Building heights range between 50 and 90 feet. A majority of the commercial and retail components are located on the western edge of the planning area. Retail is located along the ground floors with office uses and residential

**Figure 17 - Streetscape /
Outdoor Seating**



Source: Rheingantz (2008)

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Source: Rheingantz (2008)

Figure 18 - Concealment of Parking.

units located on the upper floors. The average residential density in Santana Row is 29.2 dwelling units per acre.

Even the types of uses within the planning area are located to provide the streets a sense of order and continuity (ULI Case Study). Anchor stores are located in areas most accessible from areas outside the project while smaller boutique stores are strategically located throughout the project. On-street parking throughout the planning area enhances the urban pedestrian experience while acting as a traffic calming measure. Larger parking areas are located behind buildings or disguised in parking garages.

Santana Row incorporates a variety of open spaces. Seven parks are scattered throughout the development along with several smaller plazas, and a mix of public and private open spaces to provide recreational opportunities to residents, patrons, and users from surrounding neighborhoods.

The Santa Clara Valley Transportation Authority serves Santa Row directly through four public bus routes. There are no other transportation alternatives to Santana Row other than the four public bus routes.



Source: Rheingantz (2008)

Figure 19 - Anchor Store.

The Crossings

Project at a Glance

Location: Mountain View, CA

Land Area: 18 acres

Dwelling Units: 397

Commercial Square Footage: Unknown

Project Highlights

- 30 Dwelling Units per Acre
- Adjacent to regional transportation.
- 5 Minute walk to a park from anywhere in the development.

Key Sustainable Urbanism Thresholds

- Street design and hierarchy.
- Density
- Walkability
- Open Space
- Variety of Housing
- Located next to existing transit.
- In-fill development

Background

The Crossings is a mixed-used development designed and developed by Calthorpe Associates located in Mountain View, CA. The project is developed on 18 acres previously occupied by a failed strip-mall development. Construction was completed in 1999.

The original proposal for this site was low-density single-family residential. The City of Mountain View rejected this proposal because they believed a higher density development was more appropriate considering its location adjacent to regional



Figure 20 - Site Plan Before.



Source: Unknown

Figure 21 - Site Plan



Source: Unknown

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transportation. The City hired Calthorpe Associates to design and develop a higher density project.

A community-wide outreach and education program was conducted as part of Calthorpe's attempt to educate the public on the benefits of higher density projects, particularly when located next to a CalTrain Station. Construction began in 1994 and completed five years later.

Project Design

The Crossings is considered by a New Urbanist project and a Transit-Oriented Development (TOD). The development incorporates a variety of housing options, commercial and retail space, and several open spaces. The development is located on the southern corner of San Antonio Road and Central Expressway adjacent to the San Antonio CalTrain Commuter Rail Station in Mountain View, CA. The close proximity to public transportation allows the residents alternative modes of transportation to and from work.

The project is designed on a grid-street pattern to maximize the efficiency of moving pedestrians and automobiles through the development; however, there are only three access points to enter and exit the interior of the development from surrounding collector streets. Project designers reduced the width of the local streets within the planning area to enhance the pedestrian experience and slow vehicular traffic. Local fire codes required a minimum road width for emergency access. To work around these restrictions, several local roads were identified as private driveways and are owned by the Homeowners Association. Alleys are also incorporated into the street pattern to provide access to residential units.

Figure 22 - San Antonio CalTrain Commuter Rail Station and VTA.



Source: del Rio (2005)

Figure 23 - CalTrain Commuter Train.



Source: del Rio (2005)



Source: del Rio (2005)

The average residential density is 30 dwelling units per acre. The Crossings provides a variety of housing types including single-family detached, cottages, townhomes, and condominium apartments. Residents are less than a five minute walk to a park from anywhere in the development.

Figure 24 - Town Homes.



Source: Rheingantz (2008)

Figure 25 - Typical Local Streets.

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Lloyd Crossing, Portland, OR

Project at a Glance

Location: Portland, OR

Land Area: 54 acres

Dwelling Units at Build-Out: 4,250

Commercial Square Footage at Build-Out: 4,250,000



Project Highlights

- Master Plan lays the framework for reducing environmental impacts to the site to predevelopment levels.
- Exceeds LEED Platinum standards.
- 100 percent of nonpotable water provided by rainwater and treated graywater.
- District heating

Key Sustainable Urbanism Thresholds

- Open Space
- Biodiversity Corridors
- Stormwater Systems
- Density
- Green Transportation
- Walkability
- Connectivity
- Energy Reduction

Background

Lloyd Crossing is a sustainable, mixed-use, urban design plan designed by the Portland Development Commission and Mithun, a Seattle-based architecture and planning firm. The project is proposed on a 54 acre site in the Lloyd District of Portland, OR and will guide development in the area over the next 45 years. The Lloyd



Source: University of Washington News (2009)

**Figure 26 - Lloyd Crossing
Catalyst Project**

District currently serves as a commercial core of the City adjacent to Downtown.

The project has established an aggressive, overarching goal of reducing the environmental impact of future development to pre-development conditions. To accomplish this goal, urban design strategies were organized into five key areas: habitat, water, energy, placemaking, and materials. Project developers also proposed a four-block catalyst project to demonstrate the plan's sustainable design principles and guidelines and spur further private developments (Farr, 2008).

The plan was completed and adopted in 2004 but implementation of the plan did not begin immediately. In early 2009, steps were taken to move the project closer to implementation.

Project Design

The Plan organizes sustainable development guidelines into five key areas: habitat, water, energy, placemaking, and materials.

Habitat

The primary goal is to establish wildlife connectivity through the creation of wildlife corridors, connecting key adjacent open spaces and habitats. The plan identifies the need to increase tree cover throughout the planning area to provide habitat and reduce the heat-island effect of urban developments. To achieve a goal of increasing the tree canopy cover to 25-30 percent of the site, the plan incorporates a green street design including, tree lined streets and bioswales. In addition to reducing the heat-island effect and providing habitat corridors, a green street design enhances the pedestrian experience.

Water

The plan envisions a water-neutral plan area where future development mimics the natural watershed of the area. The plan also seeks to “live within the average annual rainfall” (Mithun, 2004). To accomplish this goal, the plan identifies three major strategies: a district-wide stormwater management system, rainwater harvesting, and greywater treatment systems. These strategies include the use of bioswales and green roofs.

Energy

The plan identifies two major goals related to energy in the district. The first, “Exceed solar utilization of pre-development study conditions.” The second, “Reduce CO₂ emissions to pre-development levels” (Mithun, 2004). These two goals will help reduce energy costs within district buildings and reduces the neighborhoods dependence on non-renewable energy sources. The plan relies heavily on the use of solar and wind as alternative energy sources within the planning area. In addition, buildings constructed in the Catalyst Project will exceed Leadership in Energy and Environmental Design (LEED) Platinum Standards for building energy efficiency. Retrofitting existing buildings within the district to improve energy efficiency is also incorporated within the Lloyd Crossing plan.

In addition, a Lloyd Crossing Thermal System (LTS) is proposed. This system will recover heat from waste heat sources within the district, such as building exhaust, and deliver it to buildings within the district that have a continuous need for heat.

Placemaking

A major goal of Lloyd Crossing is to create a “neighborhood that is economically, socially, and environmentally sustainable, in which development capacity has been preserved in order to leverage

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urban infrastructure and mass transit, and which has successfully integrated sustainable technologies and concepts into a pedestrian-friendly urban fabric with a unique identity” (Mithun, 2004). Placemaking is a central concept in New Urbanism as well as sustainable development. Lloyd Crossings attempts to accomplish both being a catalyst for future urban developments across the country and world while still maintaining a neighborhood unique to the Lloyd District and the City of Portland. One strategy to accomplish this goal is to arrange building uses for a vibrant and 24 hour street life. Proposed land uses would balance and complement the existing land use designations. A street hierarchy would reinforce the character of each zone within the District.

Architecture and building massing will maintain in intimate setting at street level as building densities increase within the District. Building massing and heights will also consider amount of solar exposure at street level throughout the year.

Lloyd Crossing is served by several regional transportation lines including, light rail and public buses. A street car line is proposed to run through the District. Residents, employees, and patrons will have a variety of transportation options to and from the planning area.

Materials

The plan emphasizes the use of materials which increase building efficiency and have a low embodied CO₂ content in the construction of buildings within the District.

3.0 Visioning

Vision Statement

The North Broadway Redevelopment District Plan will create a unique, self-sufficient, dense, mixed-use neighborhood that compliments Downtown Walnut Creek. The District will become a catalyst for future sustainable development throughout the Bay Area Region.

The project will reflect several principles identified in the Congress for New Urbanism, Smart Growth, and sustainable urbanism. Key principles identified include alternative modes of transportation linking public transportation, bicycling, and walking networks in the District to the larger transportation networks. The North Broadway Redevelopment District will improve the quality of life for its residents while simultaneously setting the standard for future development in Walnut Creek, the surrounding communities, and the greater Bay Area Region.

The North Broadway Redevelopment District Plan identifies seven broad goals to guide future development to achieve the larger District vision. Each goal will incorporate design strategies and are discussed later in this chapter. The broad goals of the Plan are:

- Create a walkable neighborhood;
- Emphasize alternative modes of transportation;
- Provide a variety of housing options;
- Create a sustainable neighborhood;
- Be a catalyst for future sustainable development;
- Reduce stormwater runoff and improve stormwater quality;
- And reduce energy use and reliance on traditional power sources.

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Conceptual Design

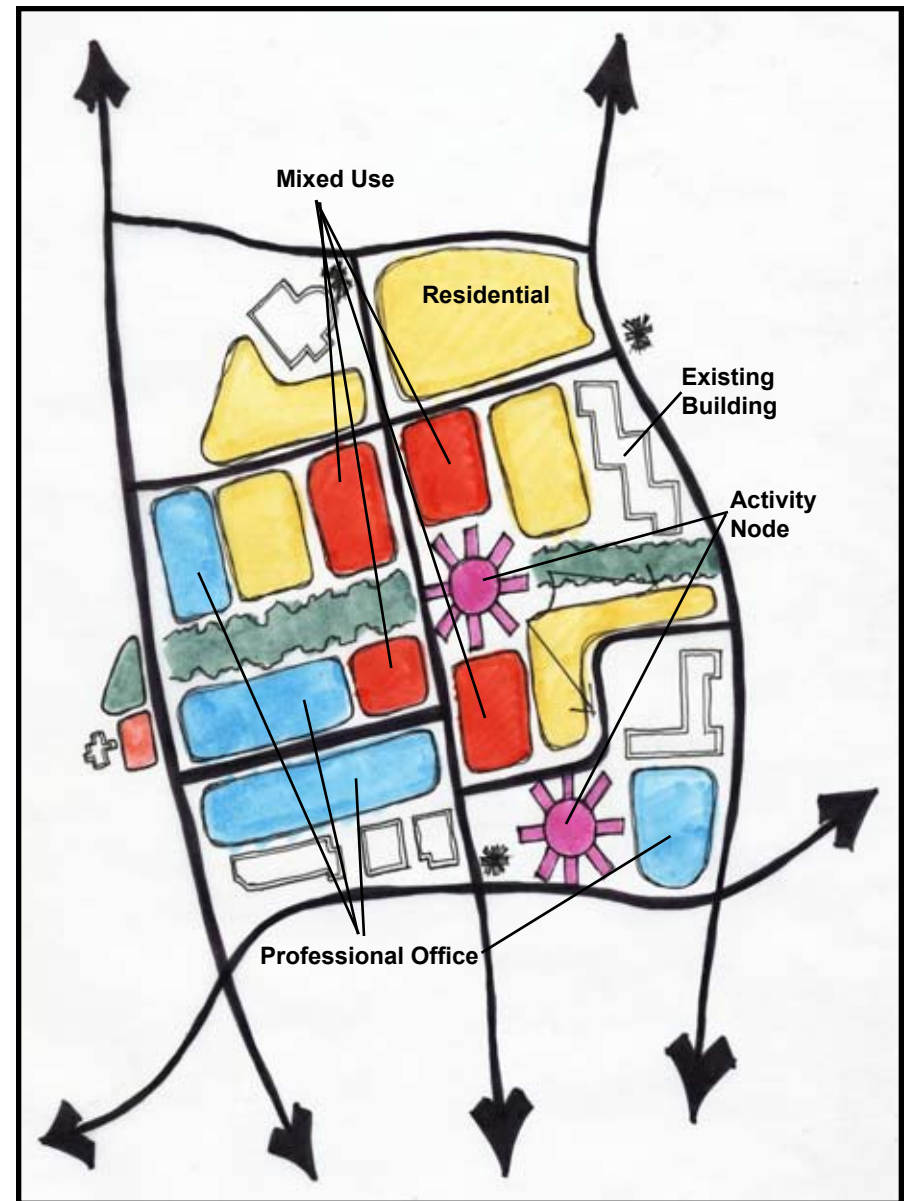
The District Plan is designed around two major concepts: 1) Create two primary activity nodes within the District and 2) connect local and regional transportation networks.

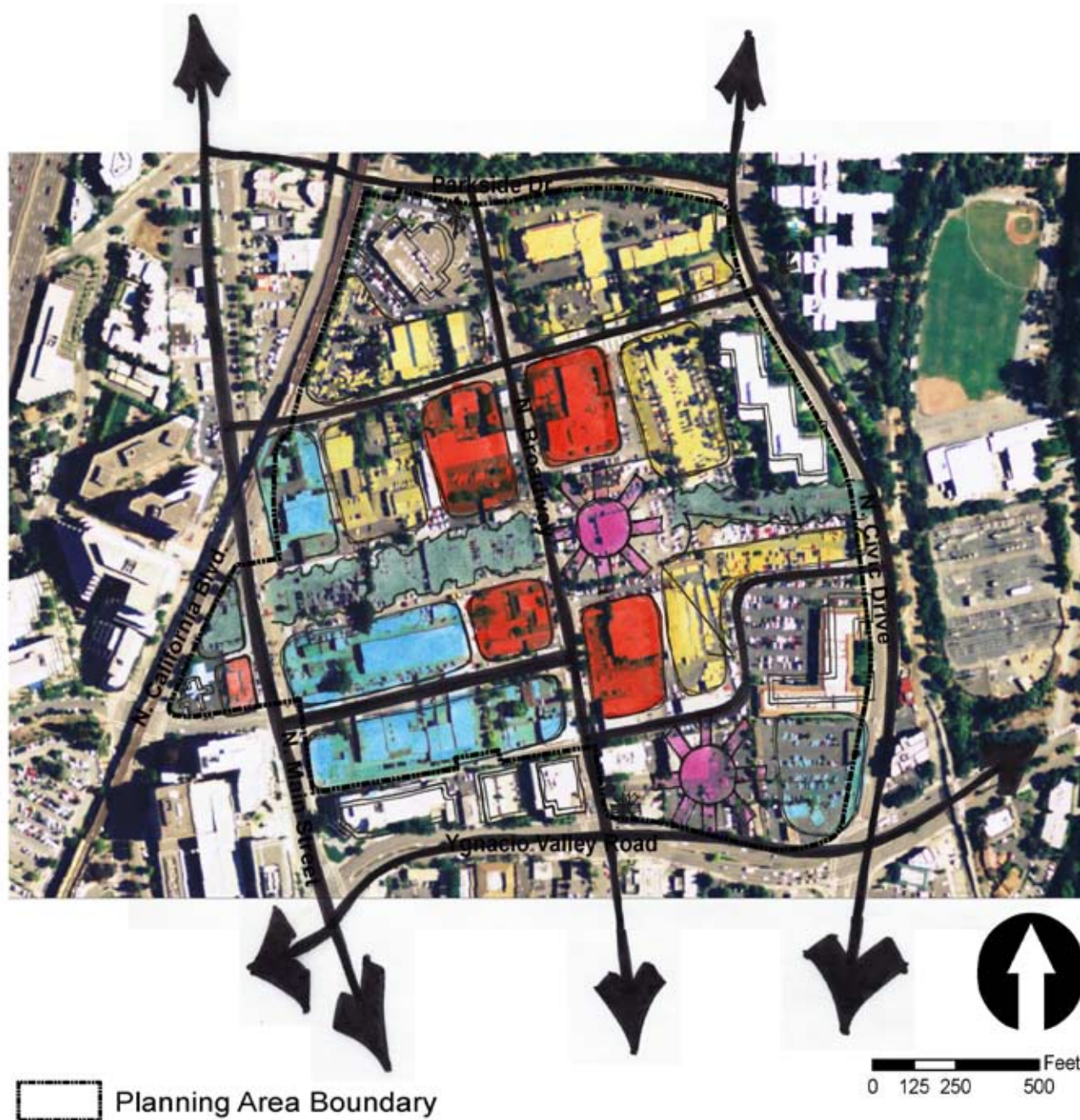
The activity nodes would serve as the primary gathering place for residents, patrons, and employers. Activity node number one is located where the existing Superior Courthouse and Post Office are located. This node will also serve as the southern gateway into the North Broadway Redevelopment District anchored by a civic plaza and a new courthouse. This node will have direct pedestrian access to the Walnut Creek BART Station a few blocks to west.

Activity node number two is located approximately one block south of Pine Street. This activity node will serve as the primary gathering place for residents and patrons of the District. This node will also maintain panoramic views of Walnut Creek and Mt. Diablo.

The second primary concept of the District Plan is connecting local and regional transportation networks. North Broadway Avenue will serve as the “backbone” of the North Broadway Redevelopment District. A proposed bicycle boulevard will connect the East Bay Regional Park District’s Iron Horse Regional Multi-use Trail with the Walnut Creek BART Station. The proposed bicycle boulevard will intersect North Broadway Avenue at the proposed activity node number two.

The majority of proposed residential uses will remain to the northern end of the District to remain compatible with the neighboring residential uses to the north and west of the





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Redevelopment District. Office and commercial uses are proposed for the southern and western ends of the District. Mixed-use office, neighborhood retail, and residential uses will be located along North Broadway Avenue to anchor the District.

Land Use Plan

The North Broadway Redevelopment District Plan will include a variety of uses to create a vibrant, mixed-use neighborhood. The proposed land uses include office, commercial/retail, mixed-use, multi-family residential, single-family residential, civic facilities, and open space. The land use table (Table 1) shows the total acreage for each proposed land use.

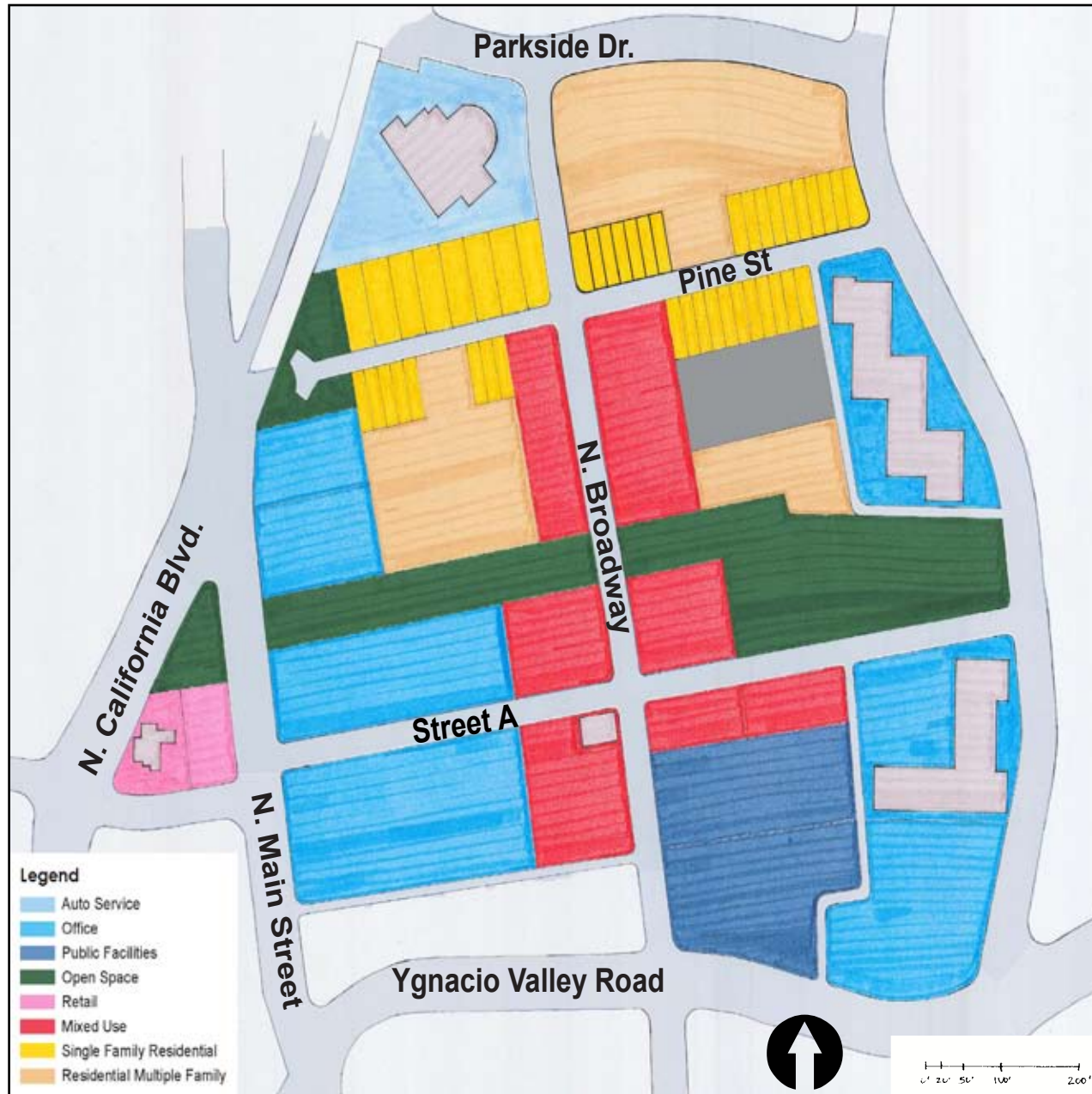
Table 1 - Land Use Program

Land Use Program	
Residential	11.33
Mixed-Use	9.81
Office	11.65
Retail	0.51
Post Office	1.44
Courthouse	1.70
Open Space	20.00
Total (Acres)	56.43

The District Plan designates approximately 11.33 acres as residential. This includes both multi-family and single-family residential uses. A majority of the residential land use proposed is multi-family. Single-family residential is proposed along the northern side of Pine Street while the remaining residential uses are multi-family.

Approximately 11.65 acres in the District are designated as office and 9.81 acres as mixed-use. Twenty acres are designated as open space. The office uses are proposed along Ygnacio Valley Road and N. Main Street. The proposed mixed-use designations remain along N. Broadway Avenue. The uses along N. Broadway Avenue will include neighborhood commercial and retail on the ground floor with office and residential uses floors above.

The proposed land uses for the N. Broadway Redevelopment District are inconsistent with the current land uses in the City's General Plan. Either a General Plan Amendment will be required or the City can adopt a Specific Plan for the Redevelopment Area.



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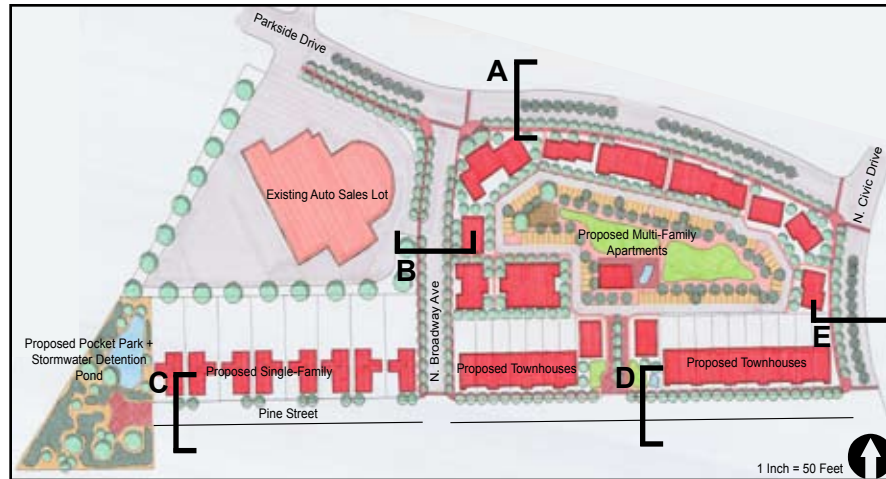


Detailed Site Plan

The northern area of the District will serve as the residential core. Multi-family apartments will border Parkside Drive while townhomes will be located along Pine Street. The proposed single-family lots are the largest residential lots in the Plan. The streetscape will

be improved to include bioswales, street trees, and street furniture. The existing indoor auto sales lot will remain. Pine Street will be closed to through traffic at the western end by a park and stormwater detention basin

Street Design Concepts



A. Parkside Drive: Two lanes in each direction with bioswale median.



B. North Broadway: One lane in each direction with street parking and bioswale.



C. Pine Street: Pine Street west of N. Broadway will become a woonerf. This will be a non-through street for local residents.

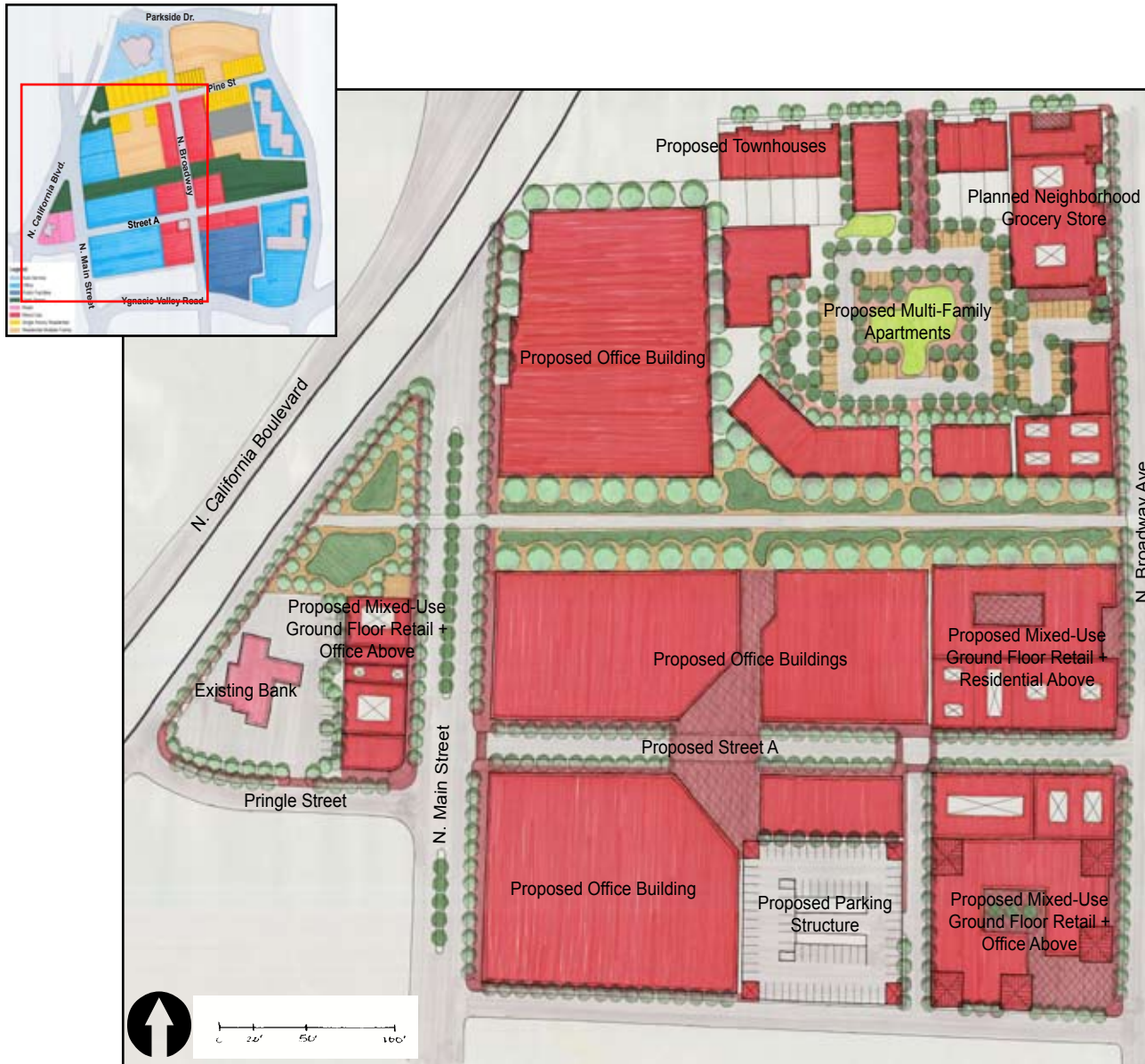


D. Pine Street: Pine Street east of N. Broadway will be one lane in each direction with on-street parking. This will serve as an entry way into the District.



E. North Civic Drive: N. Civic Drive will be two lanes in each direction with a bioswale median. North of the proposed bicycle crossing, N. Civic Drive will have a separated bike lane to increase bicyclist safety and encourage biking as a primary mode of transportation.

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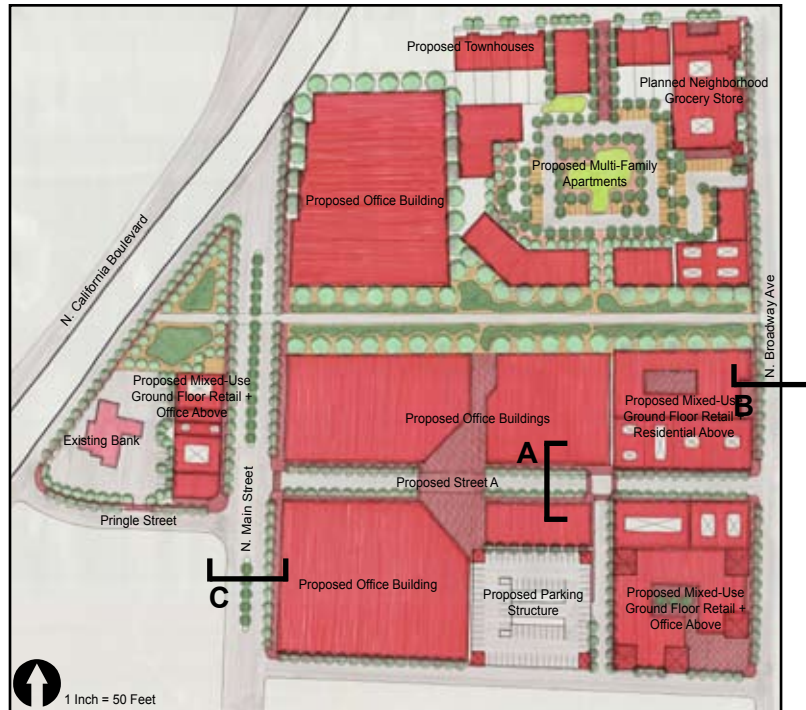


Detailed Site Plan

This area of the District will be primarily office uses. Mixed-use with ground floor retail will be constructed along North Broadway Avenue. Multi-family apartments and townhouses are located at the corner of North Broadway and Pine Street. This will provide a smooth transition to the adjacent residential uses. A proposed grocery store at the corner of Broadway and Pine Street will serve the residents of the District. A new street is proposed to connect North Main Street with North Civic Drive to the east. This new road will be the primary east-west route for automobile traffic in the District.

The bicycle boulevard will transect the District. The multi-use trail will cross North Main Street by bridge. This trail will provide a direct link from the Iron Horse Regional Trail to the Walnut Creek BART Station.

Street Design Concepts



A. Proposed Street A: Proposed Street A will be one lane in each direction with on-street parking. Wide sidewalks and street trees will enhance the pedestrian experience. This road will be a local through road connecting N. Main Street to N. Civic Drive.



B. North Broadway: N. Broadway will serve as the District “backbone.” One lane in each direction with street parking and bioswale. Street level store fronts will contribute to the pedestrian experience.



C. North Main Street: N. Main Street will remain an arterial road with two lanes in each direction, on-street parking, and a bioswale median.

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Detailed Site Plan

At the southern edge of the District along Ygnacio Valley Road, a new Superior Courthouse and Post Office is proposed. The new courthouse will expand the services currently being provided. A new civic plaza will serve as a gateway into the District. Additional office space is proposed at the corner of Ygnacio Valley Road and North Civic Drive. Mixed-use with ground floor retail will be constructed along North Broadway Avenue. Multi-family apartments and townhouses are located along Pine Street. Two existing office buildings will remain.

The bicycle boulevard will transect the District. The multi-use trail will cross North Civic Drive at grade and provide a direct link from the Iron Horse Regional Trail to the Walnut Creek BART Station.



Street Design Concepts



A. North Civic Drive: N. Civic Drive will be two lanes in each direction with a bioswale median. South of the proposed bicycle crossing, N. Civic Drive will have a Class 3 bike lane. This is to encourage bicyclists to use the proposed bike boulevard or cross to the Iron Horse Regional Trail.



B. Ygnacio Valley Road: Ygnacio Valley Road will remain as an arterial road with regional significance. There will be three lanes of traffic in each direction with a bioswale median. A separated bike lane will enhance rider safety and encourage use of Ygnacio Valley Road for alternative transportation.

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Sustainable Development Strategies

Housing

The N. Broadway Redevelopment District Plan proposes a variety of housing options. There is an increasing demand in Walnut Creek and the greater Bay Area region for affordable housing and a variety of housing options. Providing a range of affordable housing options is a major New Urbanist Principle.

The District Plan proposes a maximum 270 residential units. The average proposed density is 12.77 dwelling units per acre (du/a). There are 44 single-family units and 186 multi-family units proposed. Another 40 residential units are proposed for above the retail and office uses along N. Broadway Avenue. Thirty percent of the proposed residential units will be identified as low-income or senior housing (81 units).

The District Plan is a 20-30 year plan. The residential units will be constructed over time as the market demands new units in the region. The Plan does not intend for the residential units to be constructed at the same time. This will ensure there are market demands for new units in the City and region.

A majority of the proposed residential units are located along Pine Street. This ensures compatibility with the surrounding residential uses.



Source: Wikipedia.com



Source: Eddmajor.com



Source: Sierrainteractive.com

Mobility

The District will link the various local and regional transportation networks to allow viable alternatives to the automobile for primary trips. There are 13 bus routes that have stops within a ½ mile of the planning area giving future residents, patrons, and visitors to the site access to regional shopping, business, and medical centers. In addition, the proposed bicycle boulevard intersecting the District will link the East Bay Regional Park District's Iron Horse Regional Trail with BART. This link will serve as a critical link between the region's recreational trail network and public transportation system.

At the neighborhood level, the District is designed with the pedestrian in mind. The streetscapes and building setbacks enhance the pedestrian experience throughout the neighborhood and allow residents, patrons, and visitors to easily walk between the many uses in the District. The open space corridor and bicycle boulevard can be easily accessed from any location in the District through pathways and trails.

Proposed bicycle lanes will also enhance the experience for bicyclists and encourage further use of bicycles as a primary mode of transportation within the District and surrounding neighborhoods. The bicycle boulevard and open space corridor bisecting the district creates a vital link between the Walnut Creek BART Station and the Iron Horse Regional Trail, two major transportation networks in the region.

Energy

The N. Broadway Redevelopment District is designed to reduce the demand for traditional energy sources, or nonrenewable sources of energy needed to power, heat, and cool the future buildings of

the district. The District will accomplish this goal through building energy performance, installation of renewable energy sources, and a district heating system.

Future buildings in the District will be constructed to exceed current energy efficiency standards. Buildings will be constructed using materials to reduce heating and cooling loads and building orientation will allow for natural heating and cooling as well as reduce the need for artificial lighting. The proposed superior courthouse and post office will be Leadership in Energy and Environmental Design (LEED) certified.

The proposed buildings have been designed to allow the installation of photovoltaic cells on the rooftops. These solar panels will help power the District and reduce the reliance on nonrenewable energy sources to cool, heat, and power the District buildings. In addition to reduce the reliance on traditional energy sources, the solar panels will reduce operational and maintenance costs for building owners and occupants.

The District will use a district heating system to capture waste heat from non-residential buildings for use to heat residences in the neighborhood. This proposed system is similar to the Lloyd Crossing Thermal System (LTS). This system allows waste heat from office building exhaust to be transferred to buildings that have a continuous need for heat. The infrastructure for this system can be installed in the early phase of redevelopment and initially only require two buildings to be connected. Future buildings can connect to the system as redevelopment occurs.

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Stormwater

The N. Broadway Redevelopment District will reduce stormwater runoff into the local creeks. The existing conditions in the District are harming the local creeks and degrading water quality through the amount of impervious surface. During storm events, the water falling in the District is being collected and immediately removed from the District at the expense of those living downstream of the project area. The District will incorporate stormwater infrastructure to collect and store stormwater to be slowly released back into the aquifers and local creeks. This will reduce potential flooding of downstream neighborhoods and residents and improve water quality.

The District will include bioswales and stormwater detention basins to collect and store rain water. As the water permeates through the bioswales, pollutants washed from the street will naturally be filtered out. Stormwater detention ponds will collect rain water during the large storm events when the bioswales cannot accommodate the large amount of water. This water will be slowly released over time in the local creeks to reduce

In addition, surface parking lots will be constructed using pervious pavement. This will also reduce the amount of stormwater runoff. The amount of open space in the district will be replacing large surface parking lots and reducing runoff.

Placemaking

The vision for the District is to create a economic, environmental, and socially sustainable neighborhood and provide a model to future sustainable development throughout the region. The District will create a self-sustaining neighborhood which complements

Downtown Walnut Creek and the surrounding residential uses through a variety of uses. Downtown Walnut Creek has become a regional shopping destination and the District will not compete with Downtown. Instead, the District will accommodate residents and workers by providing neighborhood retail and commercial uses.

This will be accomplished through a street hierarchy, open space, habitat corridors, alternative transportation networks, and a variety of housing options. N. Broadway Avenue will serve as the “backbone” of the District where the neighborhood retail and commercial uses will be located. The major arterial streets will remain on the fringes of the neighborhood to emphasize alternative transportation within the District.

4.0 Conclusion

The location of the North Broadway Redevelopment District provides a great opportunity for the City of Walnut Creek to accommodate future growth sustainably without impacting surrounding natural resources and open space. When fully developed, the District will serve as an example of sustainable development for the surrounding communities and the greater Bay Area region.

The Plan proposes 270 residential units, over 20 acres for commercial and professional office space, and 20 acres of open space within a quarter of a mile from the Bay Area Rapid Transit Walnut Creek Station and regional and local bus lines. This compact, mixed-use development adjacent to mass transportation will accommodate Walnut Creek's expected growth without increasing traffic congestion on local and regional roadways. The Plan incorporates a variety of New Urbanism and sustainable urbanism strategies to develop a cohesive, unique, and vibrant neighborhood adjacent to Downtown Walnut Creek.

Implementation of the Plan will occur over a 20 to 30 year period. While some components of the plan seem unrealistic during these poor economic times, the Plan recognizes the City's growth will continue over the next two to three decades. It is expected the Plan will be implemented through a Specific Plan process as defined by California State Law. Prior to implementation of many aspects of this Plan, amendments to Walnut Creek's current General Plan will be required. More specifically, the land uses within the planning area will require amendments from predominately automotive sales and services to mixed-use, residential, and office space uses. Building

FAR and height restrictions will also require amending to allow for increased density and smaller building setbacks and larger lot coverage.

In addition to General Plan amendments, a large infrastructure investment will be required to successfully implement this Plan. The district heating system should be installed early in the implementation process and as future development occurs, the system can be tapped into. This would be the most cost effective way of installing a district heating system. Additionally, major public improvements will also be necessary to improve the existing road infrastructure with bioswale drainage, bike lanes, and street trees. These improvements can occur over time as new development begins.

The North Broadway Redevelopment District will not transform over night. The Plan recognizes this is a long term redevelopment plan and new development will be paced with economic and population growth in the region. To ensure the City of Walnut Creek continues to grow in a sustainable fashion, the North Broadway Redevelopment District provides the greatest opportunity to set the new standard for development within the Bay Area.

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