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PART ONE: INTRODUCTION
WALNUT CREEK TRANSIT VILLAGE DESIGN GUIDELINES
A. INTRODUCTION / HOW TO USE THESE GUIDELINES

WALNUT CREEK TRANSIT VILLAGE DESIGN GUIDELINES
INTRODUCTION

The Walnut Creek Transit Village Design Guidelines set forth a long term vision for the physical form and character of the Walnut Creek Transit Village.

Overarching Goal

The overarching goal for the design of the Transit Village is Smart Place-Making, meaning the creation of a new transit-oriented neighborhood in Walnut Creek that will act as a prominent gateway to its downtown core, be integrated with the rest of the city fabric, as well as fulfill the city's full potential for sustainable growth.

The design of the Transit Village should capitalize on the proximity to multiple forms of mass transit and ensure that proposed higher density, mixed-used development also provides an attractive, livable and unique Transit Village. The Transit Village should be characterized by a mix of uses, walkable streets, and convenient access to transit from adjacent neighborhoods.

This document is intended to set a standard of quality for the design of the proposed transit village which developers, builders, architects, engineers and city staff, among others, can refer to as a baseline standard of project expectations. These Design Guidelines set the criteria and basis of evaluation for obtaining Design Review Commission approvals during the design review phase of the project.

BACKGROUND

Walnut Creek is at a significant point in its history. It is poised to make great strides in its maturation as one of the most desirable places to live, work and shop; a dynamic retail, job center and bedroom community that serves as a key economic growth, and cultural hub to the Bay Area region as a whole.

In the past decades, Walnut Creek has invested in long term planning efforts that have provided the desired catalyst for economic growth and revitalization. The adoption of two important documents: 1) the Alma Avenue Area Specific Plan in 1985 created an urban neighborhood of high quality, high density housing located adjacent to the downtown Pedestrian Retail District; and 2) the North Main Street / Ygnacio Valley Road Specific Plan in 2002, whose implementation started with the City's investment in new streetscape improvements along a one-third mile stretch of North Main Street, and other planning efforts now underway, are now bearing fruit in the form of new building applications across all sectors.

These efforts, in combination with an increasing market demand for an urban lifestyle near transit, all provide the ripe conditions for catalytic revitalization.

The future development in the Transit Village, thoughtfully designed and executed, builds upon these trends and holds a historic opportunity to create employment, housing, and shopping strategically located within close proximity to BART.
A Transit Village

In 2000, BART’s Board of Directors authorized the initiation of a mixed-use development at the Walnut Creek BART Station including residential, retail, and office space. The planning process began with an analysis of existing policies and physical site and traffic conditions, followed by the exploration of several land use and circulation alternatives for the Plan Area.

In the ensuing years, a community outreach process followed with a number of staff and developer-led community workshops that included members of the City Council, Planning Commission, Design Review Commission, Transportation Commission, Bicycle Advisory Committee, and the general public, all who participated in the development of general goals and influenced the urban design concepts for the design of the Transit Village outlined in this document.

A study session with City Council was held in June 2002 and with the Planning Commission in December 2005. A design submittal was submitted in March 2005, and alternatives were presented to the Design Review, Transportation, Planning Commissions, and City Council in 2006.

The 2006 alternatives were refined to create consistency with policy goals and in response to City staff comments. These alternatives presented two urban design schemes providing increased bus capacity, an extended Patron drop-off area, modified view corridors, and consolidated public transit access and BART Parking. A preferred urban design scheme was further refined based on direction received from a joint meeting held in January 2008 with City Council, DRC and Planning Commission. In spring of 2008, a preferred site plan was created which initiated the environmental review process.

In the summer of 2008, a Walnut Creek Transit Village Market Study and Walnut Creek Transit Village Fiscal Impact Analysis were conducted. The market study analyzed the extent, nature, and location of the retail and office uses within the Plan Area while the fiscal impact analysis estimated the proposed projects’ direct impacts on the City of Walnut Creek municipal services.

HOW TO USE THESE GUIDELINES

The Design Guidelines are organized into four distinct sections as follows:

PART ONE: Introduction
This section of the Design Guidelines provides a broad overview of the project and how it relates to other documents, outlines the policy framework and provides a broad overview of the project site. It also sets the vision, urban design goals and principles to guide the rest of the document and presents the urban design framework for the Transit Village.

PART TWO: Public Realm
This section of the Design Guidelines provides an overview of the design goals for the Public Realm including streets, sidewalks, paseos, plazas and gardens, as well as analyzes the qualitative design features to be considered per area. General guidelines applicable to the overall transit Village are provided addressing landscape materials, street furnishings, lighting, public art, sustainable design, signage, and wayfinding.

PART THREE: Private Realm
This section of the Design Guidelines provides an overview of the design goals for architecture and urban Design aspects within the transit Village. Introductory topics including site context, contextual influences and urban design considerations for each parcel are outlined with site specific goals and opportunities. Fundamental components of building design such as architectural style and materials, massing, facade articulation, ground level treatment and other key design features are also addressed.

General guidelines applicable to all buildings within the Transit Village are listed, including frontage types, off-street parking and loading, building materials, roof top equipment, utilities and trash enclosures.

PART FOUR: Appendices
This section includes an index, a list of figures and images, and credits for the entire document.
OVERVIEW OF RELATED POLICY DOCUMENTS

These site specific Design Guidelines are to be used to evaluate mixed-use and residential development for the Walnut Creek BART Station development site known as the Walnut Creek Transit Village. They are to be used in concert with the City of Walnut Creek General Design Guidelines Planned Unit Regulations, the development regulations provided by the project’s Planned Development Ordinance and applicable General Plan policies.

These guidelines provide direction to developers and property owners on the key design components of site-building mass, facade articulation, architectural features, parking, access, signage and street character, that are particular to the Transit Village. The Guidelines also illustrate desired development on three specific parcels and related infrastructure that comprise the Walnut Creek BART station and existing parking & bus facilities.

Where there are conflicts between these Guidelines and those included in the previously adopted Walnut Creek design review guidelines, these specific guidelines adopted by Resolution ___ should be applied to mixed-use and residential development applications for the Transit Village North, South, and East parcels.

The Walnut Creek Transit Village Design Guidelines should be consistent with the following documents:

1. City of Walnut Creek General Plan
2. BART TOD Guidelines and Policy
3. CCCTA Bus Policy Framework
4. City of Walnut Creek Design Review Guidelines
5. North Main Street/Ygnacio Valley Road Specific Plan
6. Walnut Creek Bicycle Plan

The next section (B. Policy Framework), summarizes the key principles and goals; and policies that will serve to guide the design guidelines and recommendations set forth in Sections II and III of this document.

ADOPTION AND AMENDMENT

The Goals and Guidelines set forth throughout this document are intended to assist in the project’s implementation. However, given the tension that may arise between competing uses in this mixed-use development, the goals herein are meant to be balanced with each other. Success should be measured qualitatively by substantial achievement of the maximum number of the most important goals rather than strict compliance with each individual goal.

The General Plan designates the western portion of the Transit Village Plan Area as Mixed-Use-Residential Emphasis (MU-R) and the eastern side as Public/Semi-Public (PU). In order to permit residential and commercial development on the eastern portion of the Transit Village Plan Area, a General Plan Amendment will be required to expand the mixed-use designation to the entire site. To accommodate higher-density mixed-use development, a General Plan Amendment will be required to increase the height limit from 35 to 50 feet (consistent with the Plan goals, Measure A requirements, and Housing Element recommendations). Increasing height limits on these sites to levels allowable under Measure A will require a re-zoning from Community Facility (CF) to Planned Development (P-D). The P-D zoning process will establish the site plan details, the distribution of uses, number of residential units, parking provisions and development.

Implementation of the project will require a public-private partnership between a developer who will execute the Transit Village Plan’s vision for the Transit Village Plan Area, the City of Walnut Creek, BART, CCCTA County Connection, Contra Costa Fire Protection District, and other public agencies such as utility providers.
SUMMARY OF CITY OF WALNUT CREEK GUIDING PRINCIPLES, GOALS AND POLICIES

The following section presents a summary of applicable goals and policies from relevant City of Walnut Creek, BART, and CCCTA documents, and provides the policy framework for future development of the Plan Area.

City of Walnut Creek General Plan

Adopted by the City Council in 2006 after an extensive planning process, The Walnut Creek General Plan 2025 provides a clear framework for future development in Walnut Creek. The open space, built environment, transportation, safety, noise, and governance goals, policies, and action set forth in the General Plan inform many of the priorities in these guidelines and ensure consistency between these two documents. In general, development within the Plan Area should work toward achieving the General Plan’s vision and goals by:

- Creating a multi-modal transit and pedestrian-oriented center;
- Locating mixed-use residential development near transit;
- Enhancing transit and pedestrian linkages to surrounding areas including Downtown; and
- Enhancing the Walnut Creek BART Station as an attractive and unique gateway for the city.

To the right is a list of applicable goals, policies and actions from the various elements of the City of Walnut Creek General Plan:

- Built Environment

<table>
<thead>
<tr>
<th>Goal 2</th>
<th>Encourage housing development that helps to reduce the increase in traffic congestion.</th>
</tr>
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<tbody>
<tr>
<td>Goal 3</td>
<td>Encourage housing and commercial mixed-use development in selected locations that enhances pedestrian access and reduces traffic.</td>
</tr>
<tr>
<td>Action 3.1.1</td>
<td>Encourage mixed-use development at and near the Walnut Creek and Pleasant Hill BART Stations.</td>
</tr>
<tr>
<td>Goal 10</td>
<td>Coordinate the location, intensity, and mix of land uses with transportation resources.</td>
</tr>
<tr>
<td>Policy 10.1</td>
<td>Support the development of medium- and high-density office, residential, and local serving retail near and around the Walnut Creek and Pleasant Hill BART stations (Core Area).</td>
</tr>
<tr>
<td>Goal 14</td>
<td>Create livable, well-designed, mixed-use communities.</td>
</tr>
<tr>
<td>Goal 15</td>
<td>Enhance connectivity and mobility throughout the city.</td>
</tr>
<tr>
<td>Goal 17</td>
<td>Enhance the entrances to the city.</td>
</tr>
<tr>
<td>Policy 17.1</td>
<td>At all major entry points to the city develop welcoming gateways that emphasize the unique qualities of Walnut Creek.</td>
</tr>
<tr>
<td>Goal 18</td>
<td>Preserve and enhance the visual amenity provided by the open spaces, hills, and creeks.</td>
</tr>
<tr>
<td>Policy 18.1</td>
<td>Preserve and enhance the urban connections to scenic views that are important to residents and visitors</td>
</tr>
<tr>
<td>Policy 18.2</td>
<td>Improve the appearance and prominence of designated scenic corridor.</td>
</tr>
</tbody>
</table>
- **Transportation**

  **Policy 5.1** Promote bicycle use as an alternative way to get to work, school, shopping, recreational facilities, and transit stops.

  **Policy 5.2** Provide facilities that encourage and support bicycle travel.

  **Goal 6** Provide a safe and attractive walking environment accessible to all.

  **Policy 6.1** Provide safe and attractive pedestrian routes along arterials and collectors leading to schools, along arterials or collectors that carry high traffic volumes, on all downtown streets, along major streets leading to the downtown, and on all streets to transit facilities.

  **Policy 6.4.2** Ensure that new parking lots in commercial and multi-family housing development provide safe and direct paths to building entrances from sidewalks and on-site parking areas.

  **Goal 7** Increase transit ridership and service to employment, schools, shopping, and recreation.

  **Policy 7.2** Encourage improvements to transit systems that connect Walnut Creek residents to regional locations.

  **Policy 7.3** Link high-density residential developments, schools, employment centers, and shopping areas via transit.

- **Safety and Noise**

  **Goal 5** Promote Public Safety

  **Action 5.5.1** Incorporate crime-reduction and public safety features in the design and planning of private and public projects.

  **Goal 8** Provide compatible noise environments for new development, redevelopment and condominium conversions.

  **Policy 8.1** Apply the noise and land use compatibility table and standards to all residential, commercial, and mixed-use proposals, including condominium conversions.

  **Action 8.2.2** For new multifamily residential projects and for residential component of mixed use development, use a standard of 65 Ldn in outdoor areas, excluding balconies.

  **Action 8.2.3** Strive for a maximum interior noise level of 45 Ldn in all new residential units.

  **Action 8.2.4** For new downtown mixed-use development or for new residential development affected by the noise from BART or helicopters, ensure that the maximum noise levels do not exceed 50 Ldn in bedrooms and 55 Ldn in other rooms.

- **Natural Environment and Public Spaces**

  **Goal 7** Provide publicly accessible outdoor spaces in the Core Area.

  **Policy 7.2** Encourage the development of, maintenance of, and connectivity between high-quality public spaces in the Core Area.

  **Goal 12** Maintain and enhance Walnut Creek's position as a leading regional cultural and arts center.

  **Action 12.1.2** Require installation of easily viewable public art on private properties or payment of an in lieu fee in accordance with the Public Art Master Plan.
Housing Element

The Housing Element, last updated in 2002, serves as a companion to the City’s General Plan. The Housing Element encourages the development of mixed-use residential uses in the Core Area and Downtown, and the development of higher density residential near public transit, major thoroughfares, shopping, and employment centers to help meet regional housing needs.

The Housing Element specifically identifies the Walnut Creek BART Station as an opportunity site where increasing heights to Measure A limits would encourage the development of higher-density housing. The Housing Element recognizes that and a mixed-use or transit-oriented development on this site would require a General Plan Amendment and a Planned District rezoning to allow for residential use and a height increase to 50 feet.

Economic Development Plan

In May 2004, the City Council adopted the Economic Development Plan, also serving as a companion to the City’s General Plan. Similar to the Housing Element, the Economic Development Plan also identifies the Walnut Creek BART Station as a key opportunity site for new residential development, to be studied in the subsequent 2006 General Plan update.

City Council Meeting

The City identified guiding principles and goals for the Transit Village Plan Area during a special City Council meeting held on January 8, 2008. These principles and goals are listed below.

As a BART station, the highest priority for the site is to be a Regional Transit Hub. Accordingly, development within the Transit Village Plan Area should be aligned with the following principles:

- **BART Station & Regional Transit Hub**
- **Access and Circulation**
- **Livability**
- **Public Benefit**
- **Sense of Place**

Walnut Creek Bicycle Plan

The Walnut Creek Bicycle Plan last updated in 2011 provides goals, policies and actions which promote cycling as a desirable transportation alternative to the automobile. The Bicycle Plan creates a comprehensive vision that supports bicycle use in Walnut Creek, including the Walnut Creek Transit Village. Some of the goals of the Bicycle Plan are listed below:

- **Promote bicycling as a viable and sustainable transportation option;**
- **Provide a safe and attractive environment for bicycle travel;**
- **Reflect Walnut Creek’s regional importance to the bicycling community; and**
- **Provide facility guidelines which encourage and support bicycle use for travel and recreation in Walnut Creek**
North Main Street/Ygnacio Valley Road Specific Plan

The North Main Street/Ygnacio Valley Road Specific Plan, adopted by the City of Walnut Creek in 2002, focuses on roadway and pedestrian improvements and private redevelopment potential along the North Main Street corridor from Civic Drive to Ygnacio Valley Road. In 2005, the City completed the centerpiece of that planning effort, the reconstruction of public improvements along the North Main Street corridor. This included underground utilities, widened sidewalks, added landscaping and street trees, reduced street width, and created an inviting pedestrian corridor between the Walnut Creek BART Station and the Traditional Downtown.

Public Art Master Plan

Developed by the Walnut Creek Art's Commission and adopted by the City of Walnut Creek in 2000, the Public Art's Master Plan is based on the belief that public art enhances and defines a city’s image. This Master Plan requires that public art planning be integrated into development project planning at the earliest possible stage, be commensurate with the scale and visibility of the project, and be compatible with its architecture, landscape, and surrounding environment. The Master Plan specifically identifies the Walnut Creek BART station as a priority public art site.

Walnut Creek Design Review Guidelines

The City of Walnut Creek’s Design Review Guidelines, last updated in 1999, presents general design guidelines intended to assist applicants in understanding the standards of design that will be used to evaluate and review projects for Design Review approval as follows:

The Design Review Guidelines require new multi-family housing to address design issues such as scale and character, views, building facades, exterior site design and landscaping, building materials, and facilities. (II. Residential Architecture, C. Multiple Family Residential).
The Walnut Creek’s Design Review Guidelines have been incorporated throughout this document and are used verbatim where applicable (namely, in some sections of Part IIIC. However, due to the different scale and nature of development envisioned for the Transit Village, in most cases, the Walnut Creek’s Design Review Guidelines are used as a starting point and further developed into site specific Design Guidelines presented in sections Two and Three of this document.

CCCTA Bus Policy Framework

CCCTA, a joint powers agency of 11 jurisdictions including Walnut Creek, provides fixed route and paratransit service (County Connection) throughout the central Contra Costa County communities of Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, Danville, San Ramon, Lafayette, Orinda, and Moraga, and unincorporated communities. CCCTA drafted principles for BART and rail stations entitled CCCTA Principles for Bus transit accommodation at BART and Rail Stations and Major Transit Centers in the CCCTA service area. The goal of these principles is to ensure that developers and planners of new and upgraded rail stations include thoughtful accommodation of buses in order to provide first-class, multi-modal travel options for the public.

Guiding Principles/Goals:

a. Access/egress/geometrics/circulation

b. Passenger and operator amenities

c. Bus facility siting

d. Planning for the future
BART TRANSIT ORIENTED DEVELOPMENT POLICY

BART TOD Policy

On July 14, 2005, the BART Board adopted a TOD Policy with following policy goals (refer to Figure 1.8):

- **Increase transit ridership and enhance quality of life at and around BART stations by encouraging and supporting high-quality transit-oriented development within walking distance of BART stations;**

- **Increase transit-oriented development projects on and off BART property through creative planning and development partnerships with local communities;**

- **Enhance the stability of BART’s financial base through the value capture strategies of transit-oriented development; and**

- **Reduce the access mode share of the automobile by enhancing multi-modal access to and from BART stations in partnership with communities and access providers.**

Station Capacity Plan

The Walnut Creek BART Station has a capacity plan in place, approved by the BART Board, which would allow increased ridership in the future. This plan includes providing emergency exit stairs at both ends of each platform, a new set of fare gates to the southwest of the existing fare gates and new escalators to provide convenience to riders. There is no date set to implement the Station Capacity Plan at this time although future development should provide the flexibility to adapt to the guidelines set forth in this document.

BART TOD Guidelines

BART’s TOD Guidelines, published in June 2003, are designed to help guide planning and development around BART stations. These guidelines provide target densities for residential development in station areas.

Bart’s TOD policy is aimed at reducing automobile use by enhancing multi-modal access to and from BART stations in partnership with communities and access providers. Refer to figure 1.8 below, BART’S Circulation Hierarchy Diagram.

GUIDELINES

These Guidelines define a successful TOD as accomplishing the following goals:

- **Enhance customer safety and convenience;**

- **Create an attractive, dynamic station area;**

- **Increase ridership and revenue for BART;**

- **Take advantage of development opportunities and revenue generation for local jurisdiction;**

- **Improve system and station operational efficiency.**
HISTORICAL CONTEXT AND MORPHOLOGY

By March 1913, the Southern Pacific Railroad regular passenger and freight service was operating between Walnut Creek and Oakland. The popularity of train travel waned quickly, however, and as a result, regular commuter railroad service ended in 1934.

The Bay Area Rapid Transit (BART) system, approved by Bay Area voters in 1962, returned train travel to Walnut Creek, where a BART station was established at Ygnacio Valley Road and Interstate 680 in 1973. The block of 146 small, post-World War II houses to the north of the BART station was gradually converted for mid-rise office buildings and became known as the “Golden Triangle” as Figure 1.11 below illustrates. By 1985, one million square feet of new office space had been constructed in this area. Residents’ concerns over accelerated growth and traffic congestion prompted the passing of Measure A in 1985, a voter initiative which placed limits on building height.

Figure 1.10 illustrates Ygnacio Valley Road as it looked in 1962, a two-lane roadway soon to be widened to four lanes to ease traffic heading west to the new freeway. The boulevard was widened again to the current six lanes in 1972.

KEY NOTES

1911
1. BUENA VISTA AVENUE
2. WEST STREET
3. SHORT STREET (NOT USED)
4. PRINGLE AVENUE
5. OAKLAND BOULEVARD
6. HILLSIDE AVENUE
7. OAKLAND AND ANTIQUOCH RAILWAY
8. RIVIERA AVENUE

2012
1. PRINGLE AVENUE
2. BART TRACKS
3. HWY 680
4. YGNACIO VALLEY RD
5. NORTH CALIFORNIA BOULEVARD
PHYSICAL CONTEXT

Existing Conditions

The Transit Village Plan Area is 16.1 acres in size and is surrounded by Ygnacio Valley Road to the south, Pringle Avenue to the north, Hwy 680 to the west and N. California Boulevard to the east. Refer to figures 1.12 and 1.13. As depicted in Figure 1.14, the elevated BART tracks and station platform running from the southwest to the northeast corner of the Transit Village Area divide the site into east and west sides. A 4-story parking structure for BART patrons sits on the western portion of the site. Surface parking and a bus intermodal fills the rest of the site.

Utilities and Infrastructure

In 1954, AT&T-Bell installed a major fiber-optic line which runs from the site’s southern edge at Ygnacio Valley Road, across the site to the current intersection at Pringle Avenue and Riviera Avenue (see figure 1.14). The fiber optic lines placement was aligned with Riviera Avenue which used to bisect the site before to the Walnut Creek
BART station. The line is anywhere from five to twenty feet below grade. In the late 1960’s, the foundation of the BART tracks, platform and existing parking structure were designed around the fiber optic line in order to maintain its current placement. There is one manhole on the North Parcel which AT&T has determined needs to stay in place and cannot be relocated. AT&T’s approval of the new building straddling the existing manhole is conditioned on permanent access to it for any future maintenance. AT&T requested a six foot clear zone around the manhole with twelve foot clear height in order for service vehicles to access the fiber optic line.

The public infrastructure and services available for the Transit Village Plan area provide various goals to ensure that the Walnut Creek BART Station will be successfully redeveloped to accommodate new residential and retail uses. The Development Plan envisions change of land use for the site which will require an upgrade of the existing infrastructure and utility systems.

**Pedestrian Access, Topography and View Corridors**

Pedestrian access to the site is limited due to the site’s adjacency to I-680 to the west, and two wide arterials with fast moving traffic flanking the site to the south and east, namely, Ygnacio Valley Road, a 6-lane arterial to the south and North California Boulevard, a 4-lane arterial to the East. At 32 feet above the site’s high point, Hwy 680 acts as a physical and visual barrier to the adjacent overlook neighborhood. See figure 1.15. The limited number of signalized crossings further limits pedestrian access from neighboring districts. See figure 1.16.

The site drops about 21 feet from north-west to south-east. See Figures 1.18 and 1.19. The site’s topography provides framed views of Mt. Diablo and nearby hills from the BART platform and at ground level. Development within the Transit Village Plan Area has the opportunity to take advantage of views to Mt. Diablo and nearby hills (Figure 1.17).
Figure 1.18: Existing Site Elevations Relative to Fare Gate

Figure 1.19: Existing Access, Topography, and View Corridors
Building Types

The Transit Village Plan Area is surrounded city-wide by a broad range of building types including office, retail, civic and residential buildings. Immediately surrounding the site include Class A office buildings to the south, east and north, residential/office use conversions across Ygnacio Valley Road, large scale retail and pedestrian retail buildings to the south-east and low-density single-family homes across highway 680 to the west.

All of these building types establish an eclectic precedent of architectural style, scale, and use and should inform an approach to architectural style responding to this variety. Figures 1.20 through 1.24 are examples of the architectural variety in the city and directly adjacent to the site.
Street Types

An essential element of a successful Transit Village is ensuring that all users and service providers can easily access and circulate within the facility.

Streets surrounding the Transit Village Plan Area include:

a. Ygnacio Valley Road, a 90-foot wide (curb to curb), 6-lane arterial street with 10 ft. sidewalks on each side. See figure 1.25

b. North California Boulevard, a 4 lane arterial street, 90 ft. wide (curb to curb), with 10 ft. sidewalks on each side. See figure 1.26.

c. Pringle Avenue, a 2 lane local street, 40 ft. wide (curb to curb), with 10 ft. sidewalks on each side. See figure 1.27.

d. Riviera Avenue, a 2 lane local street, 36-40 ft. wide (curb to curb), with 5-7 ft. sidewalks on each side except near the BART Station where the sidewalk is on one side. See figure 1.15.

e. Short Street, a 2 lane private driveway, 24 ft. wide (curb to curb), with 5 ft. sidewalks on one side.

f. Oakland Boulevard, a one-way local street, 24 ft. wide (curb to curb), with 5-10 ft. sidewalks on each side. See figure 1.28.

g. North Main Street, a 4 lane arterial street, 80 ft. wide (curb to curb), with 10 ft. sidewalks on each side. See figure 1.2.
REGULATORY CONTEXT

Land Use and Zoning

The Transit Village Plan Area is surrounded by an eclectic mix of office, retail and residential districts including the Golden Triangle, North Main Street, the Traditional Downtown, and the Pedestrian Retail District, all within a 1/2 mile radius, or a 10 minute walking distance. Refer to figure 1.30.

The Transit Village Plan Area currently has two General Plan land use designations, as depicted in Figure 8 General Plan Land Use Map. The General Plan designates the western portion of the Transit Village Plan Area as Mixed-Use-Residential Emphasis (MU-R), intended to encourage a combination of ground floor retail with office and/or residential uses above. The eastern portion of the Transit Village Plan Area is designated as Public/Semi-Public (PU), allowing for public facilities. A General Plan Amendment would be required to expand the mixed-use designation to the entire site. These guidelines assume Mixed-Use Designation (MU-R) as the land use designation for all Transit Village parcels.
Figure 1.31: General Plan Land Use

Figure 1.32: Existing Zoning
FAR

The General Plan allows a FAR of 1.5 to 2.5 for Mixed-Use Residential Emphasis (MU-R), with commercial uses allowed only to a maximum FAR of 0.3. The use is intended to be primarily residential with a combination of ground floor retail with office and/or residential uses above the ground floor. For Public/Semi-Public (PU) the General Plan designates an FAR of 0.1 to 2.0 (on a case-by-case basis) for Public/Semi-Public (PU). However, since the Transit Village Plan Area is located within the Core Area, the General Plan will assign a maximum commercial FAR for the western portion of the Transit Village Plan Area, and a commercial FAR for the eastern portion of the Transit Village Plan Area, as illustrated in Fig. 1 of the General Plan, Floor Area Ratio. Development within the Transit Village Plan Area should be consistent with General Plan maximum mixed-use FAR requirements for the Core Area. Accordingly, the project anticipates a General Plan Amendment to extend the to MU-R designation to the entire site.

Building Height

Approved by voters in 1985, Measure A, the Building Height Limitation Initiative, established a maximum height of 50 feet for all building in Walnut Creek. As a result of General Plan and Measure A height requirements, there are currently two building height zones in the Transit Village Plan Area, illustrated in Fig. 8 of the General Plan Height Limits. The General Plan calls for a maximum height allowance of 50 feet on the western portion of the site while the eastern portion has a maximum height allowance of 35 feet. The Housing Element specifically identifies the eastern portion of the Walnut Creek BART station as an area of potential height increase to 50 feet, within Measure A requirements. Development within the Transit Village Plan Area should be consistent with General Plan and Measure A height requirements. Accordingly, a General Plan Amendment will be required to increase the maximum height allowance from 35 to 50 feet for the eastern portion of the Transit Village Plan Area, consistent with General Plan Measure A requirements, and as depicted in these guidelines.