Goals and Opportunities

a. Establish a clear entry at the lobby/leasing office of Buildings 2 and 3 and the parking areas for the retail at the corner of North California and Pringle.

b. Complement the existing streetscape on the north side of Pringle Avenue.

c. Create a comfortable pedestrian experience.

d. Maintain the easy flow of pedestrians to and from the BART station and across Pringle Avenue.

e. Create an environment suitable for outdoor enjoyment.

Design Recommendations

1. Design a small plaza at the corner of Pringle Avenue that provides space for outdoor seating. The plaza should provide a strong visual connection to the areas to the north. Incorporate landscape features such as accent light columns or enhanced paving to designate this area as an important pedestrian node. Unique light bollards or a similar architectural element would help define the street edge without blocking views (see figure 2.48).

2. At the Pringle Passage stair, utilize strategies such as variable paving colors, patterns, and detailing, as well as bollards, to define the pedestrian zone at the garage entry (see figure 2.48).

3. Provide a planting strip along the street with street trees and understory planting to create a comfortable pedestrian experience adjacent to the busy vehicular street (see figure 2.49).
PRINGLE PASSAGE STREET FRONTAGE

PRINGLE PASSAGE ENTRY

Site Description

Pringle Passage is the pedestrian connection between BART Plaza and Pringle Avenue. It is framed by buildings 2 and 3 and is envisioned as residential in character. A broad stair leads from the level of the Paseo to Pringle Avenue below. Associated ADA access may be integrated into the architecture and should be designed to fit with the overall character of the public realm. Secured breezeways leading into the courtyard areas of the residential buildings will help to activate this pedestrian space.
Goals and Opportunities

a. Create an active pedestrian environment and define the Paseo as an informal neighborhood open space.

b. Emphasize and enhance the pedestrian experience between BART Plaza and Pringle Avenue with the use of site furniture, plantings and lighting.

Design Recommendations

1. Provide stoops and patios in order to increase pedestrian activity along the Paseo (see figure 2.53).

2. Create a strong, vertical pedestrian connection to Pringle Avenue with a grand stairway. Consider flaring the stairway to create an inviting and clear path of travel for pedestrians (see figure 2.54).

3. Create a promenade with the use of trees in raised planters and screen walls on both sides of the walkway. Use these same elements to provide separation and privacy to the residential units (see figure 2.55).
PRINGLE PASSAGE PLAZA

Site Description

Pringle Passage Plaza lies at the south end of Pringle Passage, the pedestrian connection between BART Plaza and Pringle Avenue. The plaza is a publicly accessible private space. It should provide for the needs of the residents as well as offer a space for informal gathering for public and private alike. The design should include a landscape feature that is visible from New Street C. Such a feature would help identify this as publicly accessible space and draw pedestrians to Pringle Passage. Movable furniture will further this goal. While it is desirable to develop an active plaza, it is also necessary to screen residential units and define private entries.

Figure 2.56: Key Plan

Figure 2.57: Section L-L, not to scale

Figure 2.58: Enlarged Plan

KEY NOTES
1. Private Patio
2. Building 2
3. Building 3
4. Plaza with Specialty Paving
5. Specimen Trees
6. Ornamental Planting in Raised Planters
7. Podium Garage
Goals and Opportunities

a. Create an active pedestrian environment usable as informal neighborhood open space.

b. Provide a focal point to welcome pedestrians to the Plaza and Pringle Passage.

Design Recommendations

1. Use a raised planter with signature planting to provide privacy to residential units and public seating. Use specimen trees as a focal point in the plaza (see figure 2.55).

2. Use enhanced paving, such as wood decking, to define the plaza area. Use plant material and site furnishings to create enhance and define informal gathering spaces (see figure 2.59).

3. Provide comfortable, custom seating built into planter walls (see figure 2.60).

4. Reserve space for movable furniture associated with adjacent retail (see figure 2.61).
NEW STREET A

Site Description

New Street A, a privately owned but publicly accessible easement, enters the site from the north and is an important part of the interior project circulation. It is a major entry for bus, automobile, and bicycle traffic heading to the Bus Plaza, parking structures, and bike parking respectively. The northern end begins at the realigned intersection of Pringle and Riviera and terminates south at Ygnacio Valley Road.

Figure 2.62: Key Plan

Figure 2.63: Section M-M, not to scale

Figure 2.64: Enlarged Plan

KEY NOTES

1. Public Sidewalk
2. Building 2
3. Redwood Grove
4. Existing Parking Structure
5. Bike Lane
6. Bus Lane
7. Proposed Crosswalk
8. Podium Garage
9. Ornamental Planting
10. Private Patio
Goals and Opportunities

a. Provide clear and safe routes of travel for bicyclists and pedestrians.

b. Buffer the Transit Village from the Hwy-680.

c. Preserve and protect existing trees.

Design Recommendations

1. Provide dedicated bike lanes in and out of the BART station.

2. Realign corners at Pringle Avenue to decrease crosswalk distances.

3. Maintain the existing redwood grove: the existing redwoods, other trees and large shrubs in this area provide a living screen between the project site and the elevated freeway. Install additional redwoods and other native and adapted plants along the freeway wall (Figures 2.65, 2.66, and 2.67).

4. Preserve and protect existing oak trees. These specimen quality trees are highly valued by the city and residents.
NEW STREET B / NEW STREET C

Site Description

New Street B is the street and loading zone designated for drop-off and pick-up of BART patrons. It is sited between the existing parking structure and Building 2. New Street C is the extension of this street through Rain Garden Park to North California Boulevard. As the major pick-up and drop-off corridor for the BART station and a second egress to the existing parking structure, these 2 streets, along with New Street A will support significant vehicular circulation during the rush hour periods. New Street C also provides access and staging for taxis. A taxi que is located at the northern edge of BART Plaza.
Goals and Opportunities

a. Create a dual-purpose street, serving both commuters and the residential community of Building 2.

b. Create a pedestrian-friendly experience along the sidewalks, drop off zones, and plaza areas.

c. Develop landscape appropriate to the row houses along the north side of the street.

d. Soften the impact and scale of the existing parking garage through planting and site furnishings.

Design Recommendations

1. Use paving materials and pattern to designate different zones in the street section. Colored concrete paving in the drive aisles, permeable pavers in the parking aisles, and colored concrete with a unique score pattern along the sidewalk will transform the street from a busy New Street B to a pleasant pedestrian promenade during non-commute hours (see figure 2.71).

2. Provide canopy trees at 25’ on center minimum on both sides of the street. Provide a third row of trees on the north side of the street, triangulated behind the first. The double row of trees would buffer the residential building and provide shade to the sidewalk and building units.

3. Diminish the impact of the existing parking structure with green screen structures and vines on the building face (see figure 2.72).

4. Provide private stoops overlooking the public realm. Use ornamental planting at stoops to develop residential neighborhood character. Architectural features should help define private space and provide visual interest at the pedestrian scale (see figure 2.73).
BART PLAZA

Site Description

The BART Plaza is the heart of the Transit Village. The Plaza spans north-south from the Rain Garden Park to the project edge at the Portal. Included are portions of the New Street B road and the New Street C (the taxi round-about). The Plaza is bracketed on the west by the Bus Plaza and the proposed and existing parking structure and on the east by Residential Buildings 4 and 5. The plaza includes the entry around the fare gates and encompasses the area between the BART tracks and the surrounding buildings. Emergency vehicle access (EVA) must be provided to the length of the BART platform. A 20’ wide paved zone on both sides of the platform, free of obstructions, will provide this necessary access. As the origin of the Transit Village and its physical center, the articulation of the plaza and its relationship to the surrounding features is of the utmost importance to the landscape design.
Goals and Opportunities

a. Create a vibrant space for commuters, commercial users, and future residents.

b. Unify and organize the various areas of the plaza through a coherent ground plane.

c. Unite the BART station with the context of the Transit Village.

Design Recommendations

1. Consider activating the retail area fronting the Plaza with a water feature. This feature could be linked to the BART train schedule and activated upon the arrival of trains. Alternatively, in the evening and during the winter months, the feature could light up on the same schedule (Figure 2.77).

2. Provide seating elements at gathering places along the BART Plaza, especially near retail and service establishments.

3. Provide a “carpet” of pavement as per BART standards that defines the extent of the Plaza. The paving should comprise pavers in order to emphasize the pedestrian nature of the Plaza, provide a pleasing visual texture, and relate to the landscape and architectural features of the city of Walnut Creek. Paving should be durable and include areas of permeability. The paving at the Taxi drop-off area should be consistent with the Plaza, to visually extend the public space and highlight the pedestrian nature of the area. Use bollards to demarcate the line between vehicular and pedestrian traffic.

4. Use narrow, upright trees along the BART track corridor to enhance the pedestrian experience and provide seasonal change, while avoiding conflicts with the overhead tracks (Figure 2.78).

5. In concert with permeable paving, use planting areas to collect and treat storm water runoff (Figure 2.79).

6. Use a combination of vines and shrubs to screen utility areas. Maintain access as necessary.
THE BUS PLAZA

Site Description

The Bus Plaza is the bus staging and loading area on the ground floor of the proposed BART replacement parking garage. The space occupies the majority of the footprint area of Building 1 and functions as the transition between BART riders, local commuters, and CCCTA services. It is bounded on the west by elevated interstate 680 and to the north by the existing BART parking structure. The bike connector from New Street A runs along the north side of the plaza between the proposed and existing parking garages. Most of the plaza itself is under the cover of the proposed garage structure.

Goals and Opportunities

a. Create a strong sense of arrival for bus passengers, vehicular traffic, and pedestrians.

b. Announce the various transportation modes that converge at the Transit Village.

c. Create clear way finding for all transit users. Enhance bike routes to clearly delineate path of travel from project exterior to bicycle parking.

Figure 2.81: View of the Bus Plaza

Figure 2.80: Key Plan

Figure 2.82: Enlarged Plan

KEY NOTES

1. Building 1
2. Existing Parking Structure
3. Bus Stall
4. Rain Garden
5. Pedestrian Paving
6. Proposed Street Tree
7. Proposed Crosswalk
8. Bike Path
9. Mt. Diablo Vista Linkage
Goals and Opportunities continued

d. Design spaces so that large numbers of pedestrians can circulate freely in all directions.

e. Soften the effects of the scale of the garage structure and buses.

f. Take advantage of the protection from the elements provided by the parking structure to create pleasant places for bus users.

g. Create a well-lit plaza with a comprehensive lighting scheme.

Design Recommendations

1. Use the design of landscape features and/or art installations to create a strong sense of arrival and to celebrate the modes of transportation available at the plaza. These elements should also be designed to humanize the scale of the garage structure (see figure 2.83).

2. Use enhanced pedestrian pavers to add texture and color to the plaza, as well as to provide a means for way finding and the definition of major nodes and destinations (Figure 2.84).

3. Create a rain garden within the plaza. A rain garden will soften the effects of the scale of the garage structure. It will also provide a natural filtration system for rain water runoff from the upper levels of the garage. Rain could be transported to the plaza level via rain water leaders, rain chains and/or scuppers (see figure 2.85).

4. Provide a formal line of canopy trees along the north side of the Bus Plaza and in front of the existing parking garage to help provide a human scale element in the narrow space between the existing parking structure and the Bus Plaza. To create a canopy effect, 25 feet minimum on center spacing for trees is recommended. These trees and an understory of shrubs would establish a separation between bike lanes flowing in opposite directions.