SOUTH PARCEL: BUILDING 1

Site Description and Contextual Influences

Building 1 is a 5-story parking garage for BART patrons and is located on the site of the existing south BART parking lot. It is bordered by Ygnacio Valley Road to the south, a portion of Highway 680 to the west, the existing BART garage to the north and the BART platform to the east. See Figure 3.9 for key plan. This mixed-use building provides all of the replacement parking from the existing BART surface parking lots, a relocated bus intermodal, and office space for BART police. The office use in the building base at the Ygnacio Valley Road edge should help shield the interior of the garage from perimeter view. Contextual influences include the BART platform, Highway 680, as well as the existing office building across Ygnacio Valley Road.

Goals and Opportunities

a. Provide a distinct sense of arrival at the corner of Ygnacio Valley Road and the Highway 680 off ramp by creating a prominent architectural feature visible from the intersection.

b. Strategically design the facade to screen cars, ramps, and other utilitarian components of the parking garage.

c. Shape the building envelope and articulate its facade in a manner which complements the commercial buildings across Ygnacio Valley Road.

d. Create safe horizontal linkages, clear of vehicular traffic, from the BART fare gates to the different levels of the BART parking garage.
Key Urban Design Features

1. Architectural features should accentuate vertical circulation of garage and break down the building envelope.

2. Architectural feature should signify vehicular gateway to the Transit Village.

3. Architectural elements at upper levels can shield garage and tie building to context.

4. Ground level lobby to activate pedestrian areas.

A. Proposed Bus Plaza.

B. Existing BART Parking Garage.

C. Hwy-680

D. Ygnacio Valley Road

E. BART Tracks

Legend

- Site Pedestrian Circulation
- Site Auto Circulation
- Site Bus Circulation

Figure 3.10: Key Urban Design Features

Figure 3.11: Key Urban Design Features
ARCHITECTURAL DESIGN RECOMMENDATIONS FOR BUILDING 1

Architectural Style

Building 1 is prominently located at the intersection of Ygnacio Valley Road and Highway 680 off-ramp, and highly visible to drivers exiting from Highway 680 northbound.

The architecture for Building 1 should be contemporary in style and with limited ornamentation, relate to the scale of its immediate surroundings, and reinforce a sense of arrival to this important transit hub.

It should use massing gestures that relate to the scale of the office building across Ygnacio Valley Road as well as fenestration patterns that respond to the horizontality of the BART platform and the verticality of surrounding office buildings.

Use of durable materials like brick, concrete and metal, at this transit hub location is recommended.

Guidelines

1. Consider an architectural feature at this corner. Use contemporary design features and detailing with limited ornamentation to tie the architecture to the office building across the street.

2. Choose highly durable materials.

3. Consider a garage lobby and Bart Police uses to buffer the parking beyond.

4. Articulate the facade with recesses and building materials to create interest and depth.

5. Use landscape features to buffer this edge, (see figures 2.13 and 2.14, Public Realm).
Illustrative Examples:

Figure 3.14: Use of storefront window patterns to complement office building across Ygnacio Valley Road

Figure 3.15: Vertical architectural feature to highlight garage circulation

Figure 3.16: Use of brick to complement existing BART parking garage
NORTH PARCEL: BUILDINGS 2 & 3

Site Description and Contextual Influences

The North Parcel is located west of the elevated Bart tracks and north of the existing BART parking garage. It is bordered by Pringle Avenue to the north, New Street A and Highway 680 to the west, and North California Boulevard and the elevated BART tracks to the east. See figure 3.19 for Key Plan.

At this location, two mixed-use buildings 4 and 5, can share a common subterranean parking garage but should be detached at all levels above the podium. The architecture for these two buildings should be unique but complementary in style.

Important architectural cues include the office buildings across Pringle Avenue (see Figure 3.18) and North California Boulevard, and the existing architectural variety found along the Highway I-680 Corridor. Buildings 2 and 3 can be designed to enhance the level of pedestrian comfort and promote activity along the mixed-use edges.

Goals and Opportunities

a. Make an important gesture regionally given the building’s exposure from Highway 680 and the BART tracks.

b. Use architectural features that complement the existing office buildings to the north and existing BART garage.

c. Create a publicly accessible pedestrian passage from Pringle Avenue, (activated on the ground floor with residential stoops) connecting the surrounding commercial neighborhood with BART and the rest of the Transit Village.
Key Urban Design Features

- Architectural feature to mark the entrance of Pringle Passage at Pringle Avenue.
- Architectural feature to identify the building as seen from the Highway.
- Architectural feature to anchor the BART plaza.
- Architectural feature to provide a prominent gesture at the corner of North California Blvd. and Pringle Ave.
- Building facades oriented towards North California Boulevard, Pringle Avenue and New Street B.
- Vertical projections to articulate the facade and create a residential scale.
- Massing step-backs along Pringle ave and Pringle Passage to accentuate the topography and break down the mass.
- Residential courtyards
- BART Plaza
- Pringle Passage
- Pringle Avenue
- New Street B
- Existing Parking Garage
- BART Tracks
- Highway 680

Legend
- Site Pedestrian Circulation
- Site Auto Circulation
- Site Bus Circulation
ARCHITECTURAL DESIGN RECOMMENDATIONS FOR BUILDING 2

Architectural Style

Considering the adjacent commercial office buildings and the immediate exposure to Highway I-680, the architecture for Building 2 is envisioned to be most modern in style within the Transit Village.

The building envelope should respond to a variety of conditions along its perimeter, with more pedestrian-scaled elements along the New Street B (see Figure 3.22), and more civic-scaled forms at corners and along major streets.

Setbacks and step-backs should be used to complement the commercial buildings across Pringle Avenue. A varied roof line with expressed bay windows (see Figure 3.23) should animate the facade along the New Street B. Facade design and fenestration patterns as a whole should reflect an urban character complimenting the contemporary lifestyle of the residential units.

Materials and colors should be selected and composed to create clean, light, simple architectural forms that can provide contrast to the heavy brick and concrete found on the existing garage and the Highway I-680 retaining walls.

Illustrative Examples:

Figure 3.22: Raised planters can define stoops, entries.

Figure 3.23: Use of alternating material on projecting forms is encouraged.

Figure 3.24: Railings should have a primarily horizontal proportion.

Guidelines

1. Create publicly accessible, pedestrian frontages through and around Building 2.

2. Include setbacks and step-backs at the corner of Pringle Avenue and North California to complement the commercial buildings across the street.

3. Use residential-scaled architectural gestures along the New Street B.

4. Use civic-scaled forms to articulate important corners and mixed-use components.

5. Provide private patios and stoops at the ground floor units along Pringle Passage to define its urban residential character.

6. Provide stoops and private patios along the New Street B and New Street A to provide individual unit identity and privacy to the units.
Key Architectural Features

Figure 3.25: Architectural Features

KEY NOTES

1. Projecting window and balcony forms with alternate materials.
2. Accent colors to highlight important architectural features.
3. Architectural feature to identify New Street.
4. Contrast between larger glass forms and solid elements.
5. Simple, civic-scale elements to anchor important corners and mixed use areas.
6. Volume in upper floor loft units to break down the roof line.
7. Open corner condition at windows and deck to maximize views.
8. Use of contrasting colors or materials to express the base of retail areas.

Figure 3.26: Architectural Features
ARCHITECTURAL DESIGN RECOMMENDATIONS FOR BUILDING 3

Architectural Style

Building 3 is also envisioned to be modern in nature, but less so than Building 2 due to its frontage onto North California. With high visibility from BART riders, pedestrians and auto users alike, the corner of Pringle Avenue and North California Boulevard is envisioned to have an active street frontage (see Figure 3.29).

The massing of Building 3 is envisioned to have simple forms, straightforward detailing, and a modern materials palette that may also include some of the historical materials found in downtown Walnut Creek. This combination of modern design with traditional references and materials should be combined with larger recessed punched openings, free of thematic window break-ups.

Building colors can be of neutral shades with contrasting and bold accents.

Guidelines

1. Include setbacks and step-backs at the corner of Pringle Avenue and North California to complement the commercial buildings across the street.

2. Use civic-scaled forms to articulate important corners and mixed use components.

3. Use contemporary forms, simple detailing and modern material palette.

4. Create references to downtown Walnut Creek along North California Boulevard by incorporating traditional materials such as brick and pre-cast concrete.

5. Provide private patios and stoops at the ground floor units along Pringle Passage to define its urban residential character.

6. Use architectural features to enhance the level of pedestrian comfort and promote mixed-uses along Pringle Avenue.

7. Design the corner of Pringle Ave and North California Boulevard for pedestrian scale environment.

Illustrative Examples:

Figure 3.27: Use contemporary materials to complement adjacent office buildings

Figure 3.28: Use of brick as accent to complement downtown is encouraged

Figure 3.29: Provide opportunities for outdoor dining and retail
Key Architectural Features

Figure 3.30: Architectural Features

**KEY NOTES**

1. Use cornice details to diminish scale of building by providing natural shadow lines.

2. Contrast of materials to complement both architecture of office and downtown districts.

3. Provide ample setbacks to allow for outdoor congregation.

4. Create a rich architectural base to complement retail experience.

5. Modulate architecture to be residential in scale.

6. Use solid forms to complement the adjacent office building.

7. Provide stoops to further enhance pedestrian linkages.