

April 21, 2007

## **CCRP Workshop Summary**

### **Group 1**

#### **A. Recommendations**

1. Reuse around BART with a lot of housing and jobs
2. Greenway around creek
3. Transit and auto connection all through the site from Kirker Pass to Port Chicago
4. Extension of west end of site to integrate with existing Concord community – pocket park to connect across
5. World class facility between Bailey and Kirker Pass Road. Disagreement about level of development/mix in this area with more green space vs. need for local development so support facility.
6. Remain flexible

#### **B. Board Description**

Wild Cards:

- Sports fields (2)
- Destination retail by North Concord BART station as well as hotel/resort
- Research facilities
- Low density between Bailey Road and Kirker Pass

Additional comments:

- Pittsburgh BART station currently is not a viable connection.

#### **C. Tally of Game Pieces**

#### **D. City Cost/Revenue Impact**

Revenue Gain (+) = 21

Revenue Loss (-) = 15

### **Group 2**

#### **A. Recommendations**

1. Mixed use development near N. Concord BART station and Bunker City – cluster jobs and housing. Meets economic vitality, job creation, and community and housing reuse considerations
2. Integrate open space and parks with jobs and housing, so that one can walk and bike to work. Meets environmental resources, traffic and parking, parks and recreation, and travel choices reuse considerations.
3. Walking and biking connections along the creek and hills with passive open space. Meets environmental resources and parks and recreation reuse considerations.
4. Bus and auto connections along Willow Pass, Bailey, Dekinger, Kirker Pass and BART. Meets traffic and parking and travel choices reuse considerations.
5. Low-scale jobs/housing north of creek with open space connections for bikes and pedestrians. Meets community and housing, parks and recreation, and travel choices reuse considerations.
6. Possible connections at Kirker Pass, Bailey Road, Dekinger Road, Willow Pass, BART road and north of N. Concord BART station. Meets traffic and parking and travel choices reuse considerations.

#### **B. Board Description**

Wild Cards:

- Civic Center
- Library and Technology Resource Center
- Research Park of environmental, biological, and technical sciences.

Additional Comments:

- Green buffer along the light rail
- Open space in hills at 30% grade

### **C. Tally of Game Pieces**

#### **D. City Cost/Revenue Impact**

Revenue Gain (+) = 15

Revenue Loss (-) = 15

## **Group 3**

### **A. Recommendations**

1. Interregional focus around BART
2. Villages with buffers and parks with sports facilities around the creek Ridges with open space and creeks and trails. Low ride with a golf course.
3. Higher density near Willow Pass/lower density towards Clayton
4. Don't detract from existing neighborhoods and shops

### **B. Board Description**

Wild Cards:

- Regional shopping and jobs by North Concord BART station
- Hotel
- University
- Cultural
- Pavilion
- Community facilities by Willow Pass Road
- Golf course
- Senior/low cost housing in Downtown Concord

Additional Comments:

- Regional orientation around North Concord BART station
- "Village" with high density transitioning to parks along Bailey Road

### **C. Tally of Game Pieces**

#### **D. City Cost/Revenue Impact**

Revenue Gain (+) = 24

Revenue Loss (-) = 13

## **Group 4**

### **A. Recommendations**

5. Economic sustainability using existing infrastructure (e.g. light rail on old railroad)
6. Sustainable "green" with sensitivity to the water table
7. World class/mixed use at BART station
8. Minimize impacts to existing neighborhoods
9. Protect creek and wildlife

### **B. Board Description**

Wild Cards:

- World class mixed use by North Concord BART station
- Light rail or streetcar along old railroad tracks

### **C. Tally of Game Pieces**

#### **D. City Cost/Revenue Impact**

Revenue Gain (+) = 11

Revenue Loss (-) = 12

## **Group 5**

### **A. Recommendations**

1. Creek area open and green. Preserve natural habitat
2. Concentrate businesses near BART
3. Business Park
4. Intermodal transit stations with public transportation/transit hubs
5. Affordable housing with some subsidized – cluster housing
6. Preserve ridgelines and slopes

### **B. Board description**

Wildcards:

- Business park
- Veteran center
- Interpretive center on Bailey Road

### **C. Game Pieces Tally**

#### **D. City Cost/Revenue Impact**

Revenue Gain (+) = 10

Revenue Loss (-) = 15

## **Group 6**

### **A. Recommendations**

1. High density mixed use around BART
2. Preserve ridgeline creek line and pipeline as buffer
3. Extensive pedestrian walks and bike lanes on all new streets and on greenways
4. Uses reflect cultural activities
5. Kirker Pass to North Concord BART roadway with bus only lanes. Include connections to existing Concord roads at least every ½ mile.
6. Clustered development along new roadway corridor

### **B. Board description**

Wildcards:

- Civic and higher education use
- Cultural center
- Par course (2)

### **C. Tally of game pieces**

#### **D. City cost/revenue impact**

Revenue Gain (+) = 23

Revenue Loss (-) = 12

## **Group 7**

### **A. Recommendations**

1. Concentrate high density reuse between Willow Pass, Port Chicago and Highway 4, decreasing density as you go south and east.
2. Preserve open space corridors along upland hillsides and creek.
3. Greenbelt buffer along city edge (south edge of NWS)
4. Medium density along multi-modal east-west corridor through middle of site.
5. Emphasize sustainable utility of infrastructure and connect to city.
6. Green express parkway at base of hills.

### **B. Board Description**

Wildcards:

- Solar systems (3)
- Storm water
- CSU
- Education community center resource
- Museums

### **C. Tally of game pieces**

### **D. City cost/revenue impact**

Revenue Gain (+) = 18

Revenue Loss (-) = 14

## **Group 8**

### **A. Recommendations**

1. Convenient access from high and medium density housing to shopping and transit.
2. Traffic mitigation and alternate fuels (electric vehicles)
3. Green corridor along Mt. Diablo Creek and Uplands/Hillside as open space.
4. Transportation – transit villages, retail/grocery, regional transit connections with BART as well as local connections.
5. Anchors –
  - Educational - university - research
  - Convention center – fair grounds (close to Willow Pass Rd.)
  - Fine arts – museum
  - Sports park
  - Interpretative center
  - Business park
6. Sustainability – Solar / Green Industry

### **B. Board description**

Wildcards:

- Cement park
- Shopping by the North Concord BART station
- School by the North BART station
- Public pools with solar panels
- Solar industry to provide jobs
- Sports fields
- Fine arts theater/convention center
- Maltby archaeology area by Willow Pass and Oliveras
- Noted burn site

Additional Comments:

- High and medium density housing around BART station with neighborhood shopping.
- Facilities for seniors, children and families.
- Maltby archeological area near Willow Pass Rd. and Olivera Rd.
- Olivera Rd. currently congested.
- Cultural and educational environmental near the cistern (near Bailey Road)
- Only pedestrian and bike connections between the site and the existing neighborhoods near the boundary.

**C. Game Pieces Tally**

Jobs-housing (compact) = 5  
Jobs-housing (connected) = 2  
Jobs-housing (country) = 4  
Park-Regional = 10  
Park-City = 7  
Park-Neighborhood = 3  
Auto = 2  
Transit = 1  
Bikes = 5  
Pedestrians = 10  
Wild cards = 9  
Transit loop  
Utility pipe cleaners

**D. City Cost/Revenue Impacts**

Revenue Gain (+) = 10  
Revenue Loss (-) = 20

**Group 9**

**A. Recommendations**

1. Open Space & Wildlife
  - Improve riparian corridor – Salmon Run Park
  - Protect wildlife corridor – continue connection from Mt. Diablo to water
  - Preserve hills as open space
  - Preserve lots of trees and open space
2. Connectivity
  - Hike and bike trail at Dekinger leading to City Park
  - All streets to have sidewalks and bike lanes
  - Extend Contra Costa Canal hike/bike trail to Iron Horse
  - Hiking trail along perimeter – restroom facilities.
  - Reuse existing rail for transit
  - Public transportation connectivity
  - Handicap accessibility
3. BART Area
  - High density, light industrial, transit village
  - Kirker Pass area – some light industrial, housing
  - Public Transit – bus, etc to Walnut Creek/Pittsburg
4. Housing
  - High value homes along hillside bottom of ridge
  - Pockets of housing and commercial between hillsides and creek
5. Balance of Housing and Commercial
  - Establish economic vitality
  - Balance of high, medium and low density housing
6. “Green” development

- Use to establish economic vitality
- Protect historical sites

### **B. Board description**

Wildcards:

- Children’s hospital from Oakland as destination use
- Upscale housing
- Historical Indian cistern
- Benches and toilets near trails
- Reuse existing rail for transit
- Existing rail system for transportation and train museum

### **C. Game Pieces Tally**

### **D. City Cost/Revenue Impact**

Revenue Gain (+) = 13

Revenue Loss (-) = 17

## **Group 10**

### **A. Recommendations**

1. TOD clusters and transit spines/arteries
2. Higher density near downtown and BART with commercial focus
3. Attractions and special uses near Highway 4 and BART
4. Greenbelt around site and creek with trails
5. Extension of residential areas into flatlands
6. Lower density residential area southeast of Bailey Road

### **B. Board Description**

Wild Cards:

- Public safety training complex near top of site
- Football facility
- Performing arts center
- Shuttle buses from BART
- Photovoltaic solar system generators – “The meter runs backwards”

Additional Comments:

- Not highest density/regional mall (traffic and character) at top of site
- Transit to downtown and BART with possible loop

### **C. Tally of Game Pieces**

### **D. City Cost/Revenue Impact**

Revenue Gain (+) = 16

Revenue Loss (-) = 8