

# B | Local Planning for Pedestrians

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THIS APPENDIX CONTAINS INFORMATION gathered from the local jurisdictions in Contra Costa about pedestrian-oriented policies and planning efforts at the local level. Information was compiled for the 19 cities and towns in the county and the unincorporated areas under the following three pedestrian-related topics:

- 1 Does the jurisdiction have a pedestrian-oriented plan (such as a pedestrian plan, a combined pedestrian and bicycle plan or a trails plan) or policies adopted as part of its General Plan that support walking?

Of the jurisdictions in Contra Costa, only El Cerrito and Lafayette have pedestrian plans, though several others have trails plans. However, all have adopted goals and policies as part of their general plan to facilitate walking. Most of these goals and policies are found in the circulation or transportation element of the general plan. Since walking is highly sensitive to land use and urban design considerations, most jurisdictions have additional pedestrian-related goals and policies in the land use or community design

element. Lastly, since walking is often a recreational rather than transportation-oriented activity, many jurisdictions also incorporate pedestrian policies into the open space and recreation element.

- 2 Has the jurisdiction identified locations where it especially wants to encourage walking and improve the safety and comfort of pedestrians?

All jurisdictions in Contra Costa have identified such locations. In almost all cases, jurisdictions have adopted policies to support walking in their downtown or other older, central districts. These policies are found in general plans as well as in specific plans prepared for the areas in question. A few cities have identified additional locations of priority for pedestrians such as areas around schools and transit stations.

- 3 Has the jurisdiction incorporated concerns for pedestrians (and bicyclists) into its review and approval process for development projects?

The county’s Growth Management Program requires that every jurisdiction in Contra Costa adopt policies and standards for the design of new developments that are pedestrian- and bicycle-friendly. None of the jurisdictions has a unified set of policies and standards for evaluating the extent to which proposed developments support nonmotorized transportation. Instead, all jurisdictions rely on policies, guidelines and standards from a variety of sources, including their general plan, specific plans, zoning and subdivision ordinances and design review guidelines.

Information for each of the jurisdictions is found starting on the following pages:

Antioch .....	B.3	Moraga .....	B.13
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Contra Costa (uninc. areas) ..	B.6	Pittsburg .....	B.16
Danville .....	B.8	Pleasant Hill .....	B.17
El Cerrito .....	B.9	Richmond .....	B.18
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Martinez .....	B.12	Walnut Creek .....	B.21

**ANTIOCH**

① Pedestrian plans | ② Pedestrian-priority areas | ③ Development review process

- ① The goal of the Circulation Element of the General Plan (2003) is to achieve a transportation system that, among other things: “is safe for all modes of motorized and nonmotorized transportation” and “reduces dependence on single occupant automobile travel by providing a high level of pedestrian, bicycle, and public transit travel opportunities. Some of the pedestrian-related policies under “7.4.2, Nonmotorized Transportation Policies” include:
  - a. Design new residential neighborhoods to provide safe pedestrian and bicycle access to schools, parks and neighborhood commercial facilities.
  - e. Integrate multi-use paths into creek corridors, railroad rights-of-way, utility corridors, and park facilities.
  - i. Where shopping facilities are located adjacent to residential areas, provide direct access between residential and commercial uses without requiring pedestrians and bicyclists to travel completely around the commercial development.
  - k. Orient site design in non-residential areas to allow for safe and convenient pedestrian access from sidewalks, transit and bus stops, and other pedestrian facilities, in addition to access through required parking facilities.
  - l. Require the construction of attractive walkways in new residential, commercial, office, and industrial developments, including provision of shading for pedestrian paths.
  - n. Ensure that the site design of new developments provides for pedestrian access to existing and future transit routes and transit centers.

The Land Use (4.0) and Community Image and Design (5.0) elements also include numerous pedestrian-related policies. These include:

- 4.4.2.2.d: ...Neighborhood streets should be quiet, safe, and amenable to bicycle and pedestrian use....
- 4.4.3.2.b: Orient commercial development toward pedestrian use....
- 5.4.2.e: ...Provide an open space network linked by pedestrian and bicycle paths, which preserves and enhances Antioch’s significant visual and natural resources....
- 5.4.4.b: ...Provide functional travel routes for pedestrians, and, where designated, bicyclists, hikers, and joggers that are buffered from automobile traffic.

- ② The Community Vision chapter of the General Plan states that “The design, configuration, and mix of uses in strategic locations such as Rivertown, the Hillcrest interchange, Sand Creek and East Lone Tree Focused Planning Areas, and the “A” Street interchange will provide an alternative to traditional suburban development by emphasizing a pedestrian-oriented environment, and reinforcing residents’ ability to use bicycles and public transportation.”

Rivertown—the city’s downtown—is, according to the Community Image and Design Element, “walkable, with some one- and two-story, turn-of-the-century buildings fronting along wide sidewalks. Street traffic volumes are low; large display windows encourage browsing; and streetscape improvements include planters, street furniture, historically themed light fixtures, monument wall street signs, and underground utilities.” The General Plan aims to strengthen Rivertown’s pedestrian orientation through such policies as 5.4.2.i: “...Promote activity along Rivertown streets through attractive building designs with street level activity and façade windows, public art, and other landscaping elements that are pedestrian-friendly....”

- ③ The Community Image and Design Element states that “As Antioch continues to grow, this Element, along with the Land Use Element, will provide guidance for more detailed design guidelines and standards contained in specific plans and planned community documents, design guideline handouts provided by the City, provisions of the sign ordinance, and other provisions of the zoning ordinance.” Relevant guidelines in the Community Image and Design Element include:
  - New multi-family, commercial, office, and business park developments shall emphasize pedestrian level activities by utilizing the following techniques: design projects so as to have a central plaza or main visual focus which is oriented toward pedestrians; incorporate plaza areas which can be used as informal gathering

places; install “street furniture” (benches, bus shelters, planters, bike racks, trash receptacles, newspaper racks, water fountains, and bollards) to create and enhance small plazas and similar open spaces within urban areas; and within commercial, office, business park, and industrial developments, encourage architectural styles that provide covered verandas and other similar pedestrian-oriented shade features.

- Provide, where feasible, planting strips or planters with large canopy trees between the roadway and sidewalk to buffer pedestrians from traffic, and help define the street space along commercial arterials.
- Install pedestrian amenities within the planting strip, such as street lighting, seating, bus shelters, and bicycle racks.

**BRENTWOOD**

➊ Pedestrian plans | ➋ Pedestrian-priority areas | ➌ Development review process

- ➊ The Circulation Element of the General Plan (2001) includes a number of pedestrian-related policies and action programs, including:
- 1.1: Develop and maintain a balanced transportation system within the City that provides a choice of transit, bicycle, equestrian, pedestrian and private automobile modes.
  - 1.1.3: Develop a safe, convenient, continuous and interconnected pedestrian circulation system throughout the City. Ensure safe pedestrian access to local schools.
  - 2.1: Recognize the link between land use and transportation. Promote land use and development patterns that encourage walking, bicycling, and transit use. Emphasize well-designed high-density and mixed land use patterns that promote transit and pedestrian travel.
  - 2.1.1: Emphasize transit-oriented development, high-density and mixed land use patterns that promote transit and pedestrian travel.
  - 2.1.4: Encourage pedestrian-oriented land use and urban design that can have a demonstrable effect on transportation choices.
  - 2.1.6: Design developments to include features that encourage walking, bicycling, and transit use. Design features shall include bus turnouts, transit shelters and benches, and pedestrian access points between subdivisions and between adjacent related land uses.
  - 3.1.2: Recognize the role of streets not only as vehicle routes but also as parts of a system of public spaces, with quality landscaping, street trees, and bicycle and pedestrian paths.

The city also has a Parks, Trails and Recreation Master Plan (June 2002). One of the goals is “Provide a green space network comprising an interconnected system of park trails, connector trails, bikeways, parks, natural open space and greenbelts to ensure nonmotorized connections to key destinations around the community (parks, schools, public transportation centers, shopping, downtown, job centers).”

- ➋ The Land Use Element states that “Brentwood also aims to preserve and revitalize its traditional Downtown core to provide a civic, commercial and transportation center for the community.” The purpose of the General Plan’s DT land use category, which covers the Downtown, is “to create a pedestrian-oriented, economically-viable town center. A variety of uses are allowed in this designation, including entertainment, retail, commercial, residential, civic, cultural and transit in a compact, walkable and unique setting that only the Downtown can offer. All new development occurring within the Downtown Specific Plan Area will be required to adhere to the development standards and guidelines established in the Specific Plan.”

- ➌ The Downtown Specific Plan (2005) provides detailed development regulations and design standards for downtown Brentwood, covering site design, street and

open space, parking, architectural design, community facilities and utilities and infrastructure. It contains numerous guidelines to strengthen pedestrian orientation, including:

- Pedestrian-scale lighting shall be installed in the planter strips and at corner locations at spacing of 60 to 80 feet on center, depending on pole height and desired lighting level. Luminaires must be mounted at 11 to 15 feet in height. All street furniture and lighting selections must conform to those designated by the City of Brentwood.
- Common open space must be provided in the interior of the block, and shall be provided in the form of parks, greens, courtyards, plazas and pedestrian pathways for public use. Common open space requirements shall also be met through the provision of new streets.... Common open space shall be publicly accessible, and shall connect with public rights-of-way and adjacent public open spaces in the vicinity.
- Entrances and pedestrian “gateways” should be announced by posts or pilasters, and may be combined with trellises, special landscaping, decorative lighting, public art or other special features.
- All parking areas should be planted and landscaped. They should be designed with convenient, safe, and efficient pedestrian connections to buildings entry areas and other pedestrian routes.

**CLAYTON**

❶ Pedestrian plans | ❷ Pedestrian-priority areas | ❸ Development review process

- ❶ Two of the ten goals of the General Plan (2000) are pedestrian-related: “3. To provide a comprehensive, integrated greenbelt system, which includes bicycle, equestrian, and walking paths...” and “6. To encourage a pedestrian-oriented community with areas of open space and recreational facilities for public use.” Pedestrian-related policies in the Circulation Element include:
  - 7a: Determine areas where greenbelt paths may need to be designed to separate equestrian, bicycle and pedestrian use.
  - 7b: Identify pedestrian routes to school from different neighborhoods to make sure a safe route exists.
- ❷ The General Plan envisions the area along both sides of Main Street and generally extending from Oak Street east to Marsh Creek Road as a “unified, pedestrian-oriented” Town Center. The specific plan prepared for the area (1990, amended 2008) calls for “an attractive and vibrant pedestrian-friendly Town Center with a mixture of commercial, civic, recreational, and residential uses.”
- ❸ The city has an adopted specific plan for the Town Center (1990). The purpose of the Plan is to encourage appropriate commercial development protect while enhancing the area's historic character. Relevant policies include:
  - Emphasize the Town Center character as a place for pedestrian enjoyment, following the traditional building-to-street relationship of older towns and villages. Buildings are to be located at the front of properties near the sidewalk, with active, well-scaled frontages that create pedestrian interest....
  - Locate driveway access points on public streets that are safe and allow smooth traffic and pedestrian flow. Minimize the number of driveway openings to public streets.
  - When a front yard is used in a commercial building, it should maintain a strong pedestrian connection between the building and the street.

CONCORD	❶ Pedestrian plans   ❷ Pedestrian-priority areas   ❸ Development review process
<p>❶ One of the principles of the Transportation and Circulation Element of the General Plan (2007) is “Provide Safe and Convenient Pedestrian Circulation” (T-1.5). Policies under this principle include:</p> <ul style="list-style-type: none"> <li>• T-1.5.1: Plan linkages to minimize walking distance and enhance the pedestrian circulation.</li> <li>• T-1.5.2: Use innovative and effective walkway features to enhance the pedestrian environment.</li> <li>• T-1.5.3: Facilitate pedestrian circulation near high activity centers.</li> <li>• T-1.5.4: Encourage new development to provide pedestrian connections to adjacent open spaces, and trails.</li> <li>• T-1.5.5: Identify critical deficiencies in the City’s pedestrian circulation system and implement strategies, actions, and funding programs to address them.</li> </ul> <p>The city has an adopted Trails Master Plan (2003). The purpose of the plan is to provide the framework for the future planning of trails in the city for hiking, biking and equestrians and for both recreation and transportation. The plan addresses off-road facilities only.</p>	
<p>❷ The Land Use Element of the General Plan states that the “shopping opportunities, cultural activities, and pedestrian-oriented scale in the Downtown area ensure that [Central Concord] remains a main attraction for residents and visitors alike.” The element specifies a number of pedestrian-oriented policies for the area, including “Integrate mixed uses at an urban scale” and “Promote pedestrian-oriented urban design.” The element creates a “Downtown Pedestrian District” land use classification, which is intended for “mid- to high-rise commercial, residential development around Todos Santos Plaza, with restrictions in height around the Plaza to preserve sunlight access. The designation is intended to maintain the pedestrian-oriented environment in this portion of Central Concord, with a focus on ground-level commercial uses and development that encourages walkability. Pedestrian-oriented design standards and use limitations apply.”</p>	
<p>❸ The city’s Community Design Guidelines (1987) contain a number of pedestrian- and bicycling-oriented guidelines, including:</p> <ul style="list-style-type: none"> <li>• External details in building facades, entries, stairways, retaining walls, and other features provide visual interest, enrichment and textures to buildings....</li> <li>• Buildings should be oriented to allow for the use of common driveways, especially along major arterial streets, where a reduction in the number of curb openings will enhance the streetscape as well as promoting traffic safety.</li> <li>• As a general rule, street frontages should be composed of landscaping and building fronts, with parking located to the rear of the site.</li> <li>• In commercial and industrial developments bicycle parking facilities should be easily recognizable and provide reasonable bicycle security.... In all cases the area for parking bicycles shall be on a permanent paved surface and close to the dwelling or business.</li> </ul>	

CONTRA COSTA (UNINCORPORATED AREAS)	❶ Pedestrian plans   ❷ Pedestrian-priority areas   ❸ Development review process
<p>❶ The Transportation and Circulation Element of the Contra Costa County General Plan states that “Pedestrian and Bicycle transportation are a viable mode of commuter transportation in the urban areas on either side of the Berkeley Hills and throughout eastern Contra Costa County due to favorable topography and weather. The County promotes the use of the Complete Streets philosophy to further advance the goals of this plan. ... The County supports pedestrians and bicyclists by implementing the Routine Accommodation policy statement developed by the United States Department of Transportation, the California Department</p>	

of Transportation and the Metropolitan Transportation Commission....” The element includes a number of goals and policies to promote walking (and bicycling):

- 5-L. Expand, improve and maintain facilities for walking and bicycling.
  - 5-31. Describe a system of bicycle facilities and key attractors of bicycle and pedestrian traffic so that all travelers, including people with disabilities, can travel safely and independently.
  - 5-32. Identify gaps in the bicycle network and needed improvements to pedestrian districts and key activity centers and define priorities for eliminating these gaps and making needed improvements. Facilities shall be designed to the best currently available standards and guidelines.
  - 5-33. Encourage adequate long term and routine maintenance of bikeway and walkway network facilities, including regular sweeping of bikeways and shared use pathways, utilizing private and/or local community resources when feasible.
- 5-M. Improve safety for pedestrians and bicyclists.
  - 5-35. Reduce conflicts among motorists, pedestrians and bicyclists.
  - 5-36. Provide information to improve safety for pedestrians and bicyclists.
- 5-N. Encourage more people to walk and bicycle.
  - 5-37. Work with local and regional agencies to develop useful and cost effective programs to encourage more people to walk and bicycle.
  - 5-38. Support programs such as "safe routes to school maps and "bike trains" or "walking school buses" for elementary students that would encourage more students to walk or bicycle to school.
  - 5-39. Encourage the use of bicycle and pedestrian facilities to promote healthy transportation choices.
  - 5-40. Encourage the use of wayfinding and signage to help direct pedestrians and bicyclists to desirable destinations.
- 5-O. Plan for the needs of bicyclists and pedestrians.
  - 5-41. Accommodate and encourage other agencies to accommodate the needs for mobility, accessibility and safety of bicyclists and pedestrians when planning, designing and developing transportation improvements.
  - 5-42. Support the incorporation of bicycle and pedestrian facilities into other capital improvements projects, where appropriate, to expand bicycle-pedestrian facilities, harmonize the needs of all travel modes, and achieve economies of scale.

Similarly, the Land Use Element contains a number of policy statements in support of facilities for pedestrians:

- 3-al. Refer to the Transportation and Circulation Element of this General Plan and related policy guidance of its Specific Plans, to ensure that pedestrian and bicycle facilities are routinely accommodated in land use development.
- 3-am. With the assistance of appropriate advisory bodies, periodically review and update the Open Space Element of this General Plan, to reflect the network of non-motorized pedestrian, bicycle and equestrian facilities in the County.
- 3-an. To the extent feasible, require new residential and commercial developments to provide pedestrian and bicycle facilities within the development.
- 3-ao. When appropriate residential and commercial developments should contribute to off site improvements of pedestrian and bicycle facilities to ensure safe and efficient connections from the development to major destination areas.

The Open Space Element also contains a number of supportive goals, policies and implementation measures:

- (Goal) 9-37. To develop a system of interconnected pedestrian, riding and bicycling trails and paths suitable for both active recreational use and for the purpose of transportation/circulation. (goal)
- (Policy) 9-46. Public trail facilities shall be integrated into the design of flood control facilities and other public works whenever possible.
- (Implementation measure) 9-v. Develop a comprehensive and interconnected series of pedestrian, biking and riding trails in conjunction with cities, special districts, public utilities and county service areas.

<ul style="list-style-type: none"> <li>• (Implementation measure) 9-w. Form a county-wide committee to explore funding sources for recreation and open space to support regional, community and local park and trails on a county-wide basis.</li> </ul>
<p>2 The south side of Willow Pass Road west of Bailey Road, in the Pittsburg/Bay Point BART station area, is designated in the General Plan as commercial mixed-use. The plan states that “The intent of this designation is to create a neighborhood commercial district as a focal point of the Bay Point community. It is further intended that the area should be a pedestrian-oriented district with adequate parking, with its placement subservient to the shopping use orientation to Willow Pass Road....”</p> <p>The General Plan applies the designation of mixed-use to several additional areas. While the plan does not state so explicitly, it can be assumed that the intent for the mixed-use areas that will include residential uses to become pedestrian-oriented districts. These areas are:</p> <ul style="list-style-type: none"> <li>• A portion of Parker Avenue in Rodeo.</li> <li>• Downtown/waterfront Rodeo.</li> <li>• The Pleasant Hill BART station area.</li> <li>• Other parts of the Pittsburg/Bay Point BART station area.</li> <li>• The Dougherty Valley Village Center (located at the confluence of the two main branches of Alamo Creek).</li> <li>• The Montalvin Manor site (at the intersection of Tara Hills Drive and San Pablo Avenue).</li> </ul>
<p>3 Design guidelines can be found in the county’s General Plan and also in various specific plans. Examples of pedestrian-oriented design guidelines in the General Plan include:</p> <ul style="list-style-type: none"> <li>• New development and the renovation of existing structures shall be designed with interesting facades and an orientation to adjacent streets and pedestrian ways.</li> <li>• Signage shall be adequate for its purpose but shall be subservient to the creation of a strong residential and pedestrian environment.</li> <li>• Driveway conflicts with pedestrian movement paths shall be minimized.</li> </ul>

<p><b>DANVILLE</b> <span style="float: right;">1 Pedestrian plans   2 Pedestrian-priority areas   3 Development review process</span></p>
<p>1 The town has a “Townwide Trails Master Plan,” adopted in 1989, “for the purpose of creating a pedestrian, equestrian, and bicycle trail system.”</p> <p>Two of the five goals in the Circulation section of the General Plan (1999) address transportation alternatives. Goal 13 is “Provide convenient and efficient alternatives to the automobile” while Goal 15 is “Integrate land use and transportation planning to increase the viability of alternative transportation modes....” The section also includes numerous pedestrian-related policies including Policy 13.05, “Provide a pleasant and safe environment for pedestrian movement,” and Policy 15.03, “Promote bicycle and pedestrian oriented mixed use development in appropriate locations....”</p> <p>In 2006, the town adopted the “Parks, Recreation and Arts Strategic Plan,” which further identifies and prioritizes local trail linkage projects, and also references</p>

and supports the 2003 CBPP.

- ② The General Plan states that “Preservation of [Downtown Danville’s] historic buildings and enhancement of the pedestrian-oriented street scene remain important goals for the coming years.” It continues by saying that “The town will also promote the pedestrian-oriented character of Old Town north along Hartz Avenue between Diablo Road and Railroad Avenue.” The plan also mentions that “Throughout the Old Town area, efforts to maintain and enhance a pedestrian-friendly environment should be promoted. This could include additional outdoor patio and dining places, public art, and streetscape improvements such as benches and pocket parks. This might also include additional pedestrian controls along Hartz Avenue, such as new crosswalks and additional links from Downtown to the Iron Horse Trail.”
- ③ The town has several documents that outline development standards and design guidelines. They take into account pedestrian and bicycle considerations to varying degrees. These documents include:
  - Historic Design Guidelines
  - Downtown Design Guidelines (1984)
  - Hillside/Ridgeline Guidelines (1984)
  - Residential Design Guidelines (1984)
  - Downtown Streetscape Beautification Guidelines (1987)
  - Downtown Master Plan (1986)
  - Old Town Beautification Plan (1990)

**EL CERRITO**

① Pedestrian plans | ② Pedestrian-priority areas | ③ Development review process

- ① The city has a “Circulation Plan for Bicyclists and Pedestrians” (2007). The plan’s main purpose is to “Establish short and long term priorities that will guide future investments and improvements for bicyclists, pedestrians, and disabled.”

Two of the four goals of the Transportation and Circulation Element of the General Plan (1999) focus on transportation alternatives. These goals encompass several pedestrian-oriented policies, including:

- T1.4: Provide a safe, convenient, continuous and interconnected pedestrian circulation system throughout the City. Ensure safe pedestrian access to local schools.
- T2.1: ...Promote land use and development patterns that encourage walking, bicycling, and transit use. Emphasize high-density and mixed land use patterns that promote transit and pedestrian travel...
- T2.2: Projects should be designed to include features that encourage walking, bicycling, and transit use.

- ② The Circulation Plan for Bicyclists and Pedestrians describes five proposed “improvement areas” where, given that bicycle and pedestrian activity is concentrated, improvements for safety, comfort and accessibility for pedestrians and disabled individuals should be prioritized. These areas include three “activity centers”—El

Cerrito Plaza, Del Norte, and Midtown/Civic Center—and two general areas (school areas and parks). The “activity centers ‘are envisioned as pedestrian friendly, mixed-use villages, with ground floor retail uses and upper floors of office and residential uses.’ With the pedestrian friendly designation, the City hopes to create an environment that places an emphasis on the pedestrian, bicycle, and public transit systems...” Key principles and policies for these activity centers and also for the Macdonald Gateway area (identified through the San Pablo Avenue Specific Plan, a collaborative process with the City of Richmond) are to prioritize the pedestrian, promote walkability and public transportation, and balance multiple transportation modes.

- ③ Appendix C of the General Plan, “Design and Development Guide,” presents development concepts and design guidelines for areas of the city deemed to need special design attention. These areas include the three “activity centers” mentioned above (El Cerrito Plaza, Del Norte, and Midtown). The appendix contains numerous guidelines related to walking and bicycling. Examples of these guidelines include:
  - Streetscape improvements will provide enhanced pedestrian spaces along the major commercial frontages, including decorative sidewalks, street trees, pedestrian-scaled lighting, benches and other pedestrian amenities.
  - Pedestrian and bicycle connections should be provided to the surrounding neighborhoods [of El Cerrito Plaza], the BART Station, the Ohlone Greenway, and to San Pablo Avenue.
  - Retail uses that provide services and goods for offices and local residents should be provided on the ground floor of new projects, opening onto wide pedestrian friendly sidewalks, public spaces, and plazas.
  - Within the Del Norte BART area, pedestrian access to and from the BART station and surrounding development should be clearly marked with graphically emphatic crosswalk markings (such as zebra stripes, special textures, or paving treatments) and unobstructed sidewalks.

**HERCULES**

① Pedestrian plans | ② Pedestrian-priority areas | ③ Development review process

- ① The Circulation Element of the General Plan (1998) includes only one policy related to walking: “f. The City should promote the establishment of riding and hiking trails throughout the community and coordinate with other agencies planning trail systems in the area and region.” The element also includes two pedestrian-related implementation actions: “4. ...encouragement and requirement of dedication of streets, paths and trails as part of the land development process” and “12. Encourage pedestrian and bicycle travel for home-to-work and home-to-local-shopping trips through the provision of pathways...”
- ② The “Plan for Central Hercules” (2000) is an ambitious proposal to redesign the central districts into a traditional mixed-use, pedestrian-oriented “Town Center.” The center would encompass four districts: the waterfront, the area surrounding the intersection of San Pablo Avenue and Sycamore Avenue, the site of the PG&E tank farm and the area surrounding City Hall. Planning is most advanced in the waterfront district and construction of certain areas could begin in early 2009.
- ③ The Regulating Code for the Central Hercules Plan establishes traditional neighborhood design guidelines for the future development of the Central Hercules area. The code includes a number of pedestrian-oriented guidelines, such as:
  - Parallel parking and wide sidewalks on both sides of the Town Center Street create a safe inviting place for both pedestrians and motorists. 12-ft-wide sidewalks with tree wells are preferred, but 6-ft-wide sidewalks with 6-ft-wide green strips are also acceptable.
  - Signs on the sides of awnings are directly in the line of sight of pedestrian customers.

- Corner curb radii shall be between 4 feet and 15 feet. These fairly tight turning radii are intended to shorten pedestrian crossings and inhibit drivers from turning corners at high speeds.

**LAFAYETTE**

① Pedestrian plans | ② Pedestrian-priority areas | ③ Development review process

- ① The city has a Master Walkways Plan, adopted in 1999 (which mainly addresses sidewalks), and a Trails Master Plan, adopted in 2006. The walkways plan was amended in 2006 to update the project list (Appendix A of the plan), priority list (Appendix C) and map of projects (Appendix D).

The General Plan (2002) states that one of its main underlying themes is to “Provide a network of trails and pedestrian paths...among parks, schools and cultural and commercial destinations in and around the city.” Pedestrian-related goals and policies include:

- Policy C-3.1: Place a higher priority on safety, encouraging a pedestrian-oriented design and scale; and on maintaining the quality of life and identity of residential neighborhoods than on accommodating through-traffic.
- Goal C-6: Provide an attractive, well-designed system of walkways for safe and efficient pedestrian movement in Lafayette. The walkway system should connect residential areas with the local and regional trails system, public transportation, schools, parks and other community amenities, and the Downtown core Area.
- Policy C-9.1: Support improved access to public transportation and sidewalks for people with disabilities.
- Policy C-9.2: Design a pedestrian circulation system to meet the accessibility needs of all segments of the population.
- Policy P-3.2: Locate and design trail routes to the following criteria: a) Emphasis on scenic qualities; b) Use and enjoyment by neighborhoods and City residents; c) Connection with local and regional open space areas, parks, points of interest and community facilities.

- ② The General Plan mentions that “the Downtown Core is the City’s primary retail center and its most pedestrian-friendly commercial district.” According to the plan, “The Downtown Core should be a pedestrian-friendly and safe environment, both day and night, where residents of the downtown and the community at large can shop, eat and enjoy cultural events.” The city is developing a specific plan for Downtown which will provide more detailed planning guidance for the area, including on pedestrian conditions.

In addition, the walkways plan singles out as pedestrian high-use areas most of the downtown area, some areas close to schools and the BART station. The plan mentions that “In setting the priority for the installation of walkways, the highest priority is given to those in the immediate downtown area, then to those connecting or completing a connection to the downtown and the schools.”

- ③ The residential design review guidelines for hillside and ridgeline areas state that “Dedication of rights-of-way along public roads for paths, sidewalks, curbs, and gutters should be considered, if applicable.” Similarly, the guidelines for valley and infill areas mention that “Dedication of rights-of-way along public roads for sidewalks, curbs and gutters, and bikeways should be considered if consistent with existing adjacent development.”

The Land Use Element of the General Plan contains several policies that serve as pedestrian-oriented design guidelines. Examples include Policy LU-10.3 (“Site

planning in the Downtown Core fosters a pedestrian friendly environment through zero or reduced front setbacks and access to the rear through alleyways, paseos, small plazas”) and Policy LU-10.4 (“Provide a pedestrian-friendly retail environment through the exclusive use of retail on the ground floor”). Additionally, the Downtown Street Improvement Master Plan serves as the design criteria for Mt. Diablo Blvd.

**MARTINEZ**

➊ Pedestrian plans | ➋ Pedestrian-priority areas | ➌ Development review process

- ➊ One of the six goals of the Transportation Element of the General Plan (1992) is “6. Encourage pedestrian travel.” There is only one policy under this goal—“A. Provide and maintain sidewalks where required”—with four sub-policies:
  - Require new developments to include sidewalks except in rural residential areas.
  - Promote the addition of sidewalks to existing streets, except in rural residential areas.
  - Install handicapped curb cuts in existing street corners.
  - Monitor and repair damaged sidewalks.

A process is currently in place to develop a Community-Based Transportation Plan for downtown Martinez. The plan will identify significant transportation issues, evaluate possible solutions, and recommend a list of improvements to make it safer and more comfortable for people to walk, bike, drive, and use a bus in and out of downtown.

- ➋ The Downtown Specific Plan (2006) is intended to provide for “compact, pedestrian-oriented development,” “denser housing within walking distance of transportation centers” and mixed land uses in Downtown Martinez. The plan includes numerous pedestrian-oriented policies and design standards and guidelines that are intended to foster a pedestrian orientation. The study area includes Downtown’s commercial core, civic-use areas, shoreline and residential neighborhood and the adjacent Grandview district.

- ➌ Chapter 10 of the Downtown Specific Plan outlines design standards and guidelines for the plan area. Examples of relevant policies include:
  - New structures shall be sited in a manner compatible with surrounding development and with the façade facing the public street designed in a manner that enhances the pedestrian environment.
  - Building walls that are visible from a public street, major pedestrian corridor, or public open space should include architectural features such as windows, arcades, canopies, and trim to create visual interest.
  - Retail storefronts should have large display windows oriented toward the public street or major pedestrian corridors and a simple entry door centrally located on the building façade.
  - Accent lighting of architectural features is encouraged to highlight building massing and enhance the pedestrian environment. Accent lighting should not be a source of glare, reflected glare, or excessive light, especially when viewed from residences, streets, walkways, or open spaces....

MORAGA	❶ Pedestrian plans   ❷ Pedestrian-priority areas   ❸ Development review process
<p>❶ One of the “guiding principles” of the General Plan (2002) is to “facilitate bicycle and pedestrian circulation in the Town for transportation and recreational uses.” Additionally, there are numerous goals, policies and “implementing programs” to encourage walking, especially in the Circulation, Community Design and Open Space and Conservation elements. The most relevant is Goal C4.1: “Provide a safe, continuous and connected system of pedestrian pathways through the Town, including sidewalks, paths, trails and appropriate crosswalks along all principal streets, to link residential neighborhoods, commercial areas, community facilities such as schools and parks, and other important destinations. Link this network as appropriate with the regional trails system.”</p>	
<p>❷ The General Plan singles out the Moraga Center and Rheem Park shopping areas as priority locations for pedestrian traffic. Both are envisioned as mixed-use environments with a strong pedestrian orientation that would “support their role as community gathering spots and activity centers.” Guidelines for these areas call for “buildings sited and designed to create a pleasant pedestrian experience along public street frontages and active uses adjacent to the public sidewalk,” “pedestrian places and amenities such as covered walkways, courtyards, and plazas with appropriate landscaping and lighting,” “redesigned parking areas to create a stronger pedestrian orientation” and “pedestrian and bicycle linkages...between residential neighborhoods and nearby commercial services.”</p>	
<p>❸ The town’s Design Guidelines (2007) addresses a variety of land uses and development aspects. The document includes a number of pedestrian- and bicycling-related guidelines, including:</p> <ul style="list-style-type: none"> <li>• Require appropriate landscaping for both public and private developments located on designated Scenic Corridors, including pedestrian lighting and street trees within existing commercial areas.</li> <li>• Create a safe, inviting and functional pedestrian environment in commercial areas, with interconnected walkways; pedestrian amenities (e.g., seating, lighting, signage, landscaping); plaza areas; and outdoor café spaces. Where pedestrian paths cross parking areas or vehicle lanes, give clear priority to pedestrians through pavement markings, differentiation in the pavement surface, and signage.</li> <li>• Consider the use of flexible setbacks (for example, with new buildings at or near the public sidewalk and parking located to the side or rear) to achieve pedestrian-oriented design goals.</li> <li>• Commercial centers should maintain a high level of pedestrian-oriented amenities, including: a. Sidewalks along storefronts and around the perimeter of the commercial center and between retail and office uses, ensuring a safe path for pedestrians around the center and to/from transit stops; b. Safe walkways through parking lots that use different paving materials to differentiate between parking and pedestrian areas; c. Clearly-marked crosswalks at appropriate locations in parking lots to allow pedestrian traffic to safely move through vehicle paths; d. Permanent bicycle racks, benches, recycling and trash receptacles; and e. Landscaping with flowering species and shade trees for summer months.</li> </ul>	

OAKLEY	❶ Pedestrian plans   ❷ Pedestrian-priority areas   ❸ Development review process
<p>❶ Goal 3.2 of the Circulation Element of the General Plan is “Promote and encourage walking and bicycling.” Pedestrian-oriented policies and programs under that goal include:</p> <ul style="list-style-type: none"> <li>• 3.2.1: Provide maximum opportunities for bicycle and pedestrian circulation on existing and new roadway facilities.</li> </ul>	

- 3.2.2: Enhance opportunities for bicycle and pedestrian activity in new public and private development projects.
- 3.2.3: Create a bicycle and pedestrian system that provides connections throughout Oakley and with neighboring areas, and serves both recreational and commuter users.
- 3.2.4: Design new roadway facilities to accommodate bicycle and pedestrian traffic. Include Class I, II, or III bicycle facilities as appropriate. Through the Design Review process, provide sidewalks on all roads, except in cases where very low pedestrian volumes and/or safety considerations preclude sidewalks.
- 3.2.A: During the site plan review process, encourage new development to incorporate design features that support bicycling and walking, particularly in those areas that could provide access to and between major destinations. This could include: bicycle racks, lockers, showers, and other support facilities; continuous sidewalks; an internal pedestrian circulation plan; walkways for pedestrians and bicyclist between cul-de-sacs; and at least one major entrance adjacent to a sidewalk, wherever possible.
- 3.2.B: Develop a comprehensive Bicycle and Pedestrian Master Plan...

② Two areas of pedestrian interest are the downtown and schools. Policy 2.8.2 of the General Plan, from the Land Use Element, is “The downtown area should be developed at a pedestrian scale, with adequate sidewalks, street crossings, and pedestrian resources.” Policy 3.7.10, from the Circulation Element, is “Support and pursue Safe Routes to Schools projects to enhance pedestrian safety within Oakley.”

③ The city has separate sets of design guidelines for residential projects (2003) and for commercial and industrial projects (2005). Relevant residential design guidelines include:

- Where a neighborhood abuts a trail, park or open space, provide pedestrian and bicycle access from the neighborhood.
- Provide safe and efficient pedestrian and bicycle circulation for children traveling to and from schools.
- Emphasize home entries to reinforce pedestrian orientation and country warmth of the community. Usable front porches and wide entry stairs, which are permitted to protrude into setbacks, can personalize the streetscape....
- Create shaded, pedestrian-oriented streets with parking and sidewalk located on both sides of the street. Such streets should recall a small town ambience.

Relevant non-residential design guidelines include:

- Group buildings to encourage pedestrian travel within the site and between adjacent parcels. Cluster buildings to create “outdoor rooms” with seating, shade and protection from wind and traffic noise.
- Wherever possible, reinforce Oakley’s Delta heritage by relating public and pedestrian areas to the water.
- Provide clear and convenient pedestrian connections from the public streets, sidewalks, transit stops and trails to the commercial uses. Provide clear and convenient pedestrian connections among all commercial uses on the site and between compatible uses on adjacent parcels.
- On large, multi-tenant sites, provide separated pedestrian circulation through parking areas. Where the pedestrian pathway acts as a “sidewalk” to the internal “street,” separate it from traffic by means of a raised curb and landscaping or bollards.
- Provide adequate lighting for pedestrian safety. One foot-candle is the minimum light level required.

ORINDA	1 Pedestrian plans   2 Pedestrian-priority areas   3 Development review process
<p>1 The Circulation Element of the General Plan (1987) includes the following two pedestrian-oriented policies:</p> <ul style="list-style-type: none"> <li>2.3.1.E: Expand pedestrian and bicycle paths to provide a safe alternative to auto use, particularly to provide safe paths near schools and in other locations where they are heavily used for circulation.</li> <li>2.3.1.M: Do not make roadway improvements at the expense of established bicycle and pedestrian paths, except where in the interest of public safety.</li> </ul>	
<p>2 Several policies in the General Plan convey a desire to promote walking in the city's downtown:</p> <ul style="list-style-type: none"> <li>2.1.3.A: Enhance the "village character" of downtown. Large, highly visible parking lots characteristic of strip shopping centers are inconsistent with village character.</li> <li>2.1.3.E: Make downtown shopping more attractive by diverting through traffic off local streets in the business district, providing more convenient circulation for shopping traffic, managing the parking supply more efficiently, creating safe and pleasant pedestrian routes, and developing and maintaining sufficient landscaping.</li> <li>2.1.3.K: Encourage property owners to make more intensive use of the San Pablo Creek sides of their buildings by designating a "private street" with public access parallel to the creek that would provide an alternative connection for shoppers who must now turn on and off Orinda Way and/or enhance and preserve San Pablo Creek with landscaping, pathways and other pedestrian amenities, consistent with its primary purpose as flood control.</li> </ul>	
<p>3 Implementing Policy 2.1.4.A of the General Plan is "Enhance architectural compatibility in each sector of downtown by establishing design districts that provide guidelines and a review process for site layouts, architectural design, alterations, landscaping, and signs. Sloping roofs are encouraged on new buildings in districts where such features are common."</p>	

PINOLE	1 Pedestrian plans   2 Pedestrian-priority areas   3 Development review process
<p>1 The Circulation Element of the General Plan (1995) includes among its seven goals to "Develop and maintain a comprehensive pedestrian, bicycle, hiking and equestrian circulation network and trails system which connects open space, activity areas and recreation areas, provides linkages to regional trails and open space, offers safe recreation opportunities, and provides an alternative to automobile travel." This goal encompasses several pedestrian-oriented policies, including:</p> <ul style="list-style-type: none"> <li>C7.10: Develop a safe, pleasant pedestrian system that provides direct and convenient pedestrian access, designed to serve all segments of the public including the young, the aged, and the handicapped. Pedestrian safety shall be made a priority in the design of intersection and other roadway improvements...</li> <li>C7.11: Continue to require as a condition of development project approval the provision of sidewalks and wheelchair ramps and the repair or replacement of damaged sidewalks. Require utility poles, signs, street lights and street landscaping on sidewalks be placed and maintained to permit wheelchair access and pedestrian use.</li> </ul>	
<p>2 The Land Use Element of the General Plan encourages land uses and design "that build upon the distinct function and enhance the character of Old Town, Mid San</p>	

Pablo Avenue and West San Pablo Avenue” by, among other things, enhancing “the visual continuity, attractiveness, pedestrian circulation and transition from each sub-area...through attractive public improvements and quality site planning, building and landscape design.”

③ The city’s Residential Design Criteria and Guidelines (which cover mixed-use residential developments as well) briefly address pedestrian issues in the context of outdoor space. It has one approval criterion (“Public and private open space shall be provided so that it is usable for residents, visitors and other users of the site”) and three design guidelines:

- 5.1: Plaza or a courtyard in a mixed-use area should reflect a traditional residential use and design while accommodating new functional requirements for an integrated mix of uses.
- 5.2: Outdoor areas should be visible from public streets and accessible from the building as well as the street or potential network.
- 5.3: Outdoor pedestrian spaces shall include appropriate outdoor furniture, such as seating, walls, trash receptacles, bike racks and other elements and incorporate high quality paving materials. Outdoor furniture should be coordinated with building design.

PITTSBURG	① Pedestrian plans   ② Pedestrian-priority areas   ③ Development review process
<p>① The Transportation Element of the General Plan (2005) includes the following pedestrian-related policies:</p> <ul style="list-style-type: none"> <li>• 7-P-37: Designate a Bicycle and Pedestrian Program Coordinator for the City of Pittsburg.</li> <li>• 7-P-38: Develop a series of continuous pedestrian systems within Downtown and residential neighborhoods, connecting major activity centers and trails with city and county open space areas.</li> <li>• 7-P-40: Ensure provision of sufficiently wide sidewalks and pedestrian paths in all new residential development.</li> <li>• 7-P-42: Improve pedestrian crossing safety at heavily used intersections by installing crossing controls that provide adequate time for pedestrians to cross the street.</li> </ul> <p>There are pedestrian-oriented policies scattered through the other elements of the General Plan. An example is Policy 4-P-85, from the Urban Design Element: “Provide safe and comfortable pedestrian routes through local neighborhoods by requiring sidewalks on both sides of residential streets, except in hillside areas, by planting street trees adjacent to the curb, and by minimizing curb cuts.”</p>	
<p>② Policy 2-P-56 of the Land Use Element is “Work with BART to develop a specific plan for the Railroad Ave. BART station area, featuring mixed-use business commercial activities with extensive pedestrian amenities. Provide pedestrian linkages from this mixed-use village to the Civic Center, City Park, high school and other institutional uses on the north side of HWY 4.” Similarly, Policy 2-P-64 is “...Ensure that all uses with ½-mile radius of the proposed [Railroad Ave. BART] Station feature mixed-use, pedestrian-oriented design.”</p> <p>Policy 5-P-14 of the Downtown Element is “Develop a detailed design plan for the City’s new Marine Commercial center, featuring: mixed-use village atmosphere; walkable layout, with pedestrian amenities; public access to the shoreline and views of Browns Island; and focus on visitor attractions, as well as traditional marine services.” Policies in the same element call for improving streetscaping along East Tenth Street (Policy 5-P-12) and West Tenth Street (Policy 5-P-25) “with a land-</p>	

scaped median, wide sidewalks, pedestrian amenities (for example, benches and trash/recycling receptacles), and street trees.”

- ③ The Old Town Pittsburg Design Guidelines and Principles (2005) provides a number of guidelines to make the city’s downtown more pedestrian- and bicycle-friendly. Examples of such guidelines include:
  - Pedestrian paths must be planned from rear parking lots to the main street.
  - Parking lots and pedestrian connections must be well lit, but it is important to NOT over light parking lots and connections or they will detract attention away from the streetscape.
  - Bicycle parking is to be considered and provided for where possible.
  - Storefronts are to be spaced in a repeated pattern along the sidewalk to maintain pedestrian continuity and interest.

**PLEASANT HILL**

① Pedestrian plans | ② Pedestrian-priority areas | ③ Development review process

- ① Among the circulation goals in the General Plan (2003) are “4. Reduce congestion and vehicle trips through non-automobile transportation,” “5. Ensure that streets are safe and pedestrian-friendly” and “6. Prioritize access and mobility for persons with disabilities.” Pedestrian-related policies under these goals include:
  - 4A: Maintain and upgrade the City’s bikeway and pedestrian system.
  - 5A: Install or upgrade sidewalks, warning devices, crosswalks, and other pedestrian aids where appropriate.
  - 6A: Improve sidewalks to facilitate access by persons with disabilities.

② The 1991 Downtown Plan called for replacing conventional commercial development with mixed-use projects on short blocks to promote a pedestrian atmosphere and provide a commercial core and central gathering place for the community, with trees, water, recreation places, streetscape amenities and public art. The General Plan continues that theme through Community Development (CD) Policy 6A, “Ensure safe and easy pedestrian travel within and between downtown, Contra Costa Boulevard, and the Contra Costa Shopping Center with amenities that are aesthetically pleasing” and Program CD6.1, “Install downtown streetscape improvements, pedestrian access elements, and public spaces north and east of downtown, and require new development in those areas to incorporate complementary features.”

- ③ In February 2008, the City Council adopted separate sets of city-wide design guidelines for residential and non-residential development projects. Relevant residential design guidelines include:
  - Architectural elements of new residential buildings should be designed to reduce the mass of large structures and provide a pedestrian scale to the buildings.
  - Facades should be varied and articulated to provide visual interest to the street and pedestrians.
  - Sidewalks shall be incorporated as per Public Works Standards.
  - Use alternative fixtures/luminaires for illumination rather than typical street lights including pedestrian scale lighting where appropriate.

Relevant guidelines for non-residential projects include:

- The placement and design of structures should facilitate and encourage pedestrian activity and convey a visual link to the street and sidewalks.

- The ground level of a building should be developed to encourage pedestrian activity.
- Parking lots should provide pedestrian access throughout the site, including within the parking lot.
- When in close proximity to trails and other established pedestrian paths, direct access should be provided.
- Pedestrian walkways should be safe, visually attractive, and well defined by landscaping and lights. Use of decorative pavement is encouraged in hardscape areas; at a minimum it should be used to delineate crossings.

**RICHMOND**

➊ Pedestrian plans | ➋ Pedestrian-priority areas | ➌ Development review process

➊ The city of Richmond is in the process of updating its general plan, last developed in 1994, and has released a draft of the plan. Goals in the Circulation Element of the 2009 draft general plan include “Expand the Multimodal Circulation System” (CR1) and “Promote Walkable Neighborhoods and Livable Streets” (CR2). Pedestrian-related policies include:

- CR1.6: Promote walking and bicycling as a safe and convenient mode of transportation.
- CR1.7: Develop a comprehensive network of multi-use trails including the Richmond Greenway and the San Francisco Bay Trail to enhance bicycle and pedestrian connectivity throughout the City and the region.
- CR2.2: Promote mixed-use urban streets that balance public transit, walking and bicycling with other modes of travel.
- CR2.3: Create and maintain a safe, comprehensive and integrated bicycle and pedestrian system.
- CR3.1: Enhance safety and accessibility for pedestrians, bicyclists and public transit riders.
- CR3.2: Ensure adequate maintenance of transportation facilities such as streets, trails, sidewalks and bicycle paths.
- CR3.3: Require concurrent infrastructure development for new and redevelopment projects that may have a significant impact on the existing circulation system including streets, trails, sidewalks, bicycle paths and public transit.

➋ The Circulation Element of the draft general plan addresses pedestrian districts and identifies several of them: “Pedestrian districts experience a concentration of foot traffic at many times of the day, evenings and weekends. A successful public street environment in these districts may be characterized by wide sidewalks, landscaping, pedestrian-scaled lighting, special paving and public gathering places such as plazas. Transit provides easy access to these pedestrian districts and cars use slower traffic speeds with fewer travel lanes. Uses that support pedestrian districts may include mixed-use, commercial, recreation, entertainment, office and residential. Pedestrian districts may vary in size—some pedestrian districts are large, such as the proposed ferry terminal transit-oriented development, the Downtown, and the Hilltop Mall area, while others are smaller intersections or gateways along major mixed-use corridors.” (Pedestrian districts are shown as “Pedestrian Improvement Districts” on draft map 4.1, “Pedestrian and Bicycle Improvements.”)

According to the amended City Center Specific Plan (2001), “The Central District is envisioned as a ‘compact center’ with a concentration of offices, retail services, apartments, and amenities for pedestrians. Such development will complement the existing commercial facilities, the Federal Social Security Payment Center, and the BART rapid transit station.” Within the area, Nevin Avenue between 23rd Street and the Nevin Recreation Center has been designated a pedestrian mall.

➌ Relevant policies from the City Center Specific Plan Amendments And Background Report include:

- For all zero-setbacks/build-to lines, pedestrian amenities such as building entry plazas, entry courts, retail arcades, etc. shall be required to improve the area-wide commercial environment.
- Design of the pedestrian and bicycle system should: maximize safety of pedestrians; provide convenient and safe access to and from transit stops, parks and commercial areas; provide convenient bicycle and pedestrian access between residential, commercial and recreational areas; separate major bicycle and vehicular flows where the need is established.
- The pedestrian network shall be improved with paving of adequate width, be provided with amenities such as benches and drinking fountains, and shall have appropriately scaled lighting to provide for security.

**SAN PABLO**

① Pedestrian plans | ② Pedestrian-priority areas | ③ Development review process

- ① The current Land Use (LU) and Circulation, Public Facilities and Services (CF) elements of the General Plan (1996) contain several pedestrian-related policies, including the following:
  - LU 1.6: Incorporate pedestrian safety oriented improvements as part of the initial design process for commercial, residential and industrial projects within the community.
  - LU 2.E: Revise the city standards...to ensure the development of minimum sidewalk dimensions within designated pedestrian oriented areas....
  - CF 1.16: Provide a comprehensive pedestrian oriented and interconnected walking City system that ensures safe, convenient and separated walkways, sidewalks and pedestrian crossings for all age groups and persons with mobility or other handicaps.
  - CF 1.Q: Consider the pedestrian needs as a priority when considering improvements within the public right of way....
  - CF 1.R: The city shall incorporate within its Zoning Ordinance specific criteria for private development which advocates creating stronger transitions between the pedestrian access system and the siting of the building....
- ② The Land Use Element of the General Plan envisions several districts with a new or renewed pedestrian orientation. These districts are:
  - El Portal: "a new, planned pedestrian-friendly downtown area focusing on a range of local serving commercial uses and appropriately scaled regional serving uses...."
  - The Gateway District: an entertainment/regional-serving district with "pedestrian scaled architectural features such as covered walkways and paseos; architectural lighting, streetscape themes and outdoor gathering spaces/plazas."
  - 23rd Street: a "pedestrian-friendly shopping environment with sidewalk fronting businesses, transparent storefronts with awnings, pedestrian-scaled streetscape elements, and landscaped District parking lots."
  - Market Avenue: "a balanced mix of residential, public facilities and appropriately scaled neighborhood-serving small retail or office uses, while retaining its pedestrian-scaled character."
  - Rumrill Boulevard: "Focus should be placed on pedestrian accessibility and the creation of a better street identity."
  - Alvarado District: "Public and private improvements within the District shall be implemented in a manner conducive to pedestrian usage, and to create a more walkable area...."

- ③ In 2007, the city adopted a specific plan for 23rd Street, one of the priority pedestrian areas mentioned above. Relevant policies from the 23rd Street Specific Plan include:
  - Require active commercial ground floor uses along 23rd Street that contribute to the pedestrian environment.
  - Encourage development that provides wider sidewalks, outdoor seating or displays, façade variation and other components that contribute to the pedestrian environment on 23rd Street.
  - Ensure that development creates a continuous built edge along 23rd Street consisting of either a physical structure, exterior plaza or seating area that helps define the pedestrian realm.
  - Shrubs should be used to provide a natural fence that shield autos from the pedestrian sidewalk.

<b>SAN RAMON</b>	① Pedestrian plans   ② Pedestrian-priority areas   ③ Development review process
<p>① The Traffic and Circulation Element of the General Plan (2002) devotes a section to “Bicycle and Pedestrian Routes.” The section states that “it is the City’s goal to provide and maintain a safe and comprehensive bicycle and pedestrian system that connects all parts of the City.” The guiding policy is to “Encourage bicycling and walking as alternatives to the automobile” and the section includes ten “implementing policies.”</p>	
<p>② The General Plan calls for “design standards for mixed use development that will result in a high quality pedestrian-scaled environment” at “retail shopping centers identified as mixed use centers on the General Plan Diagram.” Envisioned for these areas are “one-to-four story buildings, side or rear parking areas, street-front windows and entries, and public and private open space.” Additionally, the plan calls for the redevelopment of the Crow Canyon area “as a mixed use neighborhood integrating multi-family housing with office, retail, and service uses at a pedestrian scale.”</p>	
<p>③ The Crow Canyon Specific Plan “provides a vision for an area of San Ramon that is currently underutilized but has the potential to develop into an active, mixed use center for the community.... The goal is to create a new pedestrian-oriented, mixed-use community that includes concentrated commercial and residential uses, while maintaining viable limited/light industrial and service commercial uses which wish to remain.” Relevant guidelines include:</p> <ul style="list-style-type: none"> <li>• Ground level uses that promote an active and public-oriented pedestrian friendly environment should be encouraged along Old Crow Canyon and Omega Roads.</li> <li>• To promote the spatial definition of the street and to create an active, pedestrian-oriented district, all buildings shall be built parallel to, and within five feet of the right-of-way lines of Old Crow Canyon and Omega Roads.</li> <li>• Commercial, retail, restaurant and office uses are permitted, but storage and warehousing uses that do not contribute to the destination and pedestrian appeal of the area are prohibited.</li> <li>• Public-oriented uses that promote sidewalk activity and pedestrian interest are required on fronting ground level space adjacent to San Ramon Valley Boulevard. Such uses include: offices, retail establishments, showrooms, workshops, and other uses approved by the Director of Planning.</li> </ul> <p>The city’s Architectural Review Guidelines covers site design, architecture, and landscaping. Relevant guidelines include:</p> <ul style="list-style-type: none"> <li>• Separate vehicular and pedestrian circulation systems should be provided.</li> </ul>	

- Provisions should be made for bicycles.
- Create circulation systems which avoid conflicts between vehicular, bicycle, and pedestrian traffic.

**WALNUT CREEK**

① Pedestrian plans | ② Pedestrian-priority areas | ③ Development review process

- ① Of the 13 goals in the Transportation Element of the General Plan (2006), three are pedestrian-oriented: “2. Expand and improve regional trail facilities” (Goal 2), “Provide a safe and attractive walking environment” (Goal 6) and “Promote a pedestrian-friendly downtown” (Goal 9). Some policies under these goals include:
- 2.3: Promote the safety of bicyclists, pedestrians, and equestrians.
  - 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 leading to transit facilities.
  - 6.2: Require full-frontage curb and sidewalk improvements in all commercial areas.
  - 9.1: Balance the needs of drivers with downtown’s pedestrian scale and existing and proposed transit and bicycle access.
  - 9.2: Favor pedestrian travel over vehicular travel in the Pedestrian Retail District.

The Built Environment Element also includes numerous pedestrian-related goals, policies and actions. These include:

- Policy 6.2.1: In the Pedestrian Retail District, require pedestrian-oriented uses at street level.
- Policy 6.2.2: Promote building layouts and designs that create pedestrian interest and encourage people to “park once and walk.”
- Action 21.1: Encourage new shopping center development and redevelopment to incorporate pedestrian-oriented mixed-use, and to make pedestrian and bicycle connections to surrounding residential areas.
- Policy 23.1: Encourage development of region-serving employment districts that promote transit, pedestrian and bicycle travel and reduces auto trips.

- ② According to the Built Environment Element, “Small parcels and a modified grid street pattern characterize the Traditional Downtown. Buildings are primarily one and two story, built close together, and inviting to pedestrians.” In addition, “The Pedestrian Retail District is the civic and retail center of downtown Walnut Creek. With its large street trees, outdoor dining opportunities, and dense but small-scale development pattern, this area is a thriving shopping, dining, and entertainment district unique in central Contra Costa County.” Goal 6 of the element is “Maintain and enhance Walnut Creek’s thriving Core Area [which includes the downtown], while keeping the Pedestrian Retail District lively and walkable.” Similarly, Goal 9 of the Transportation Element is “Promote a pedestrian-friendly downtown.”

In addition, Goal 3 of the Built Environment Element is “Encourage housing and commercial mixed-use development in selected locations that enhances pedestrian access and reduces traffic.” These locations include the Walnut Creek and Pleasant Hill BART station areas, the Golden Triangle and the Mixed Use—Residential land use categories. Action 4.1.1 of the same Element is “Prepare a specific plan for the two-block Newell Ave./S. California Blvd. area that would support mixed-use development that combines residential, retail, and office uses in a pedestrian-oriented environment....”

- ③ The city’s Design Review Guidelines include a number of pedestrian-related guidelines, including:

- Circulation systems shall be designed to avoid conflicts between vehicular, bicycle and pedestrian traffic. Pedestrian circulation shall take precedence over vehicular circulation.
- Where pedestrian circulation crosses vehicular routes, a change in grade, materials, textures or colors shall be provided to emphasize the conflict point and improve its visibility and safety.
- New development along streetfronts in the downtown Pedestrian Retail area shall provide covered pedestrian walkways/barricades during construction to protect passersby....