



CONTRA COSTA CENTRE TRANSIT VILLAGE

Transit-Oriented Development through Public/Private Partnerships



Contra Costa Centre is "transit-oriented development that works."
Morris Newman in California Planning and Development Reporter, 1994

Welcome

Transit-Oriented Development (TOD), sometimes referred to as Transit Villages, is compact, mixed-use communities centered on a transit station. By design, they invite residents, workers, and shoppers to drive less and take transit more. A [recent study](#) published by the Transit Cooperative Research Board (TCRP) confirms that TOD really does get people out of their cars. When measured against similar sized developments not located near transit, TOD's generate only about half as many car trips.

Among the TOD's surveyed was the Contra Costa Centre Transit Village. Surrounding BART's Pleasant Hill Station, the Contra Costa Centre Transit Village Program "has advanced the cause of Transit Village development more than any other station on the system" ("Transit Villages in the 21st Century" by Michael Bernick & Robert Cervero, 1997). Conceived during a planning initiative in the early 1980's, the Contra Costa Centre Transit Village now hosts almost 5,000 residents, and over 5,000 workers on a daily basis. A [Fact Sheet](#) provides detail on this exemplary model of Transit-Oriented Development.

While approaching completion, the Contra Costa Centre Transit Village continues to be a work in progress. This site has been established to provide information on current initiatives, including:

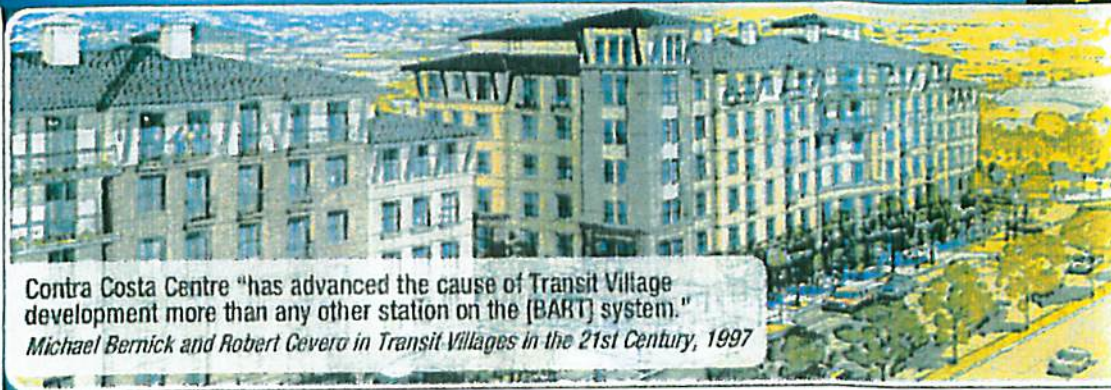
- BART Transit Village - Avalon Walnut Creek at Contra Costa Centre
- California State Automobile Association corporate headquarters
- Iron-Horse Trail Overcrossing
- Walden Green expansion
- 1250 Las Juntas Way
- Shortcut Path
- Contra Costa Centre Association Programs





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Contra Costa Centre "has advanced the cause of Transit Village development more than any other station on the [BART] system."
Michael Bernick and Robert Cervero in Transit Villages in the 21st Century, 1997

BART Transit Village

Description

Avalon Walnut Creek at Contra Costa Centre will bring a heart to the Contra Costa Centre Transit Village. With a residential mixed-use [site plan](#), Avalon Walnut Creek will be built in two phases. **Phase I**, which started construction in August 2008, will consist of 422 residential apartments, 100 for-sale town homes, and 35,590 square feet of local serving retail (dining, convenience retail, business services and personal services). Due to the downturn in the for-sale housing market, the condominium component is not expected to start construction until mid-2010 or later. **Phase II** will be a 290,000 square foot office building, including a 20,000 square foot business conference center. Construction may occur within the next five years.

Born out of 2001 planning process called a [charrette](#), Avalon Walnut Creek will provide a real example to the region of how to create communities near transit.

[View live construction camera.](#)

[View On-Site Camera](#) for a 360° job site tour. Click and drag mouse to move picture. Picture will be updated every two weeks.

Benefit

Avalon Walnut Creek at Contra Costa Centre will provide housing next to transit. Affordable housing will be provided with twenty percent of the rental units (85 units) reserved for lower income. In addition to increasing transit ridership, locating housing near transit reduces transportation costs for residents by 50%. For lower income households, who in the Bay Area can spend up to two-thirds of their income on housing and transportation combined, the savings is even more significant.

Avalon Walnut Creek will also bring an important [set of community amenities](#) in the form of local





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Iron Horse Trail Overcrossing

Description

The Iron Horse Trail is an important regional recreation and commute facility in Central Contra Costa. The trail is a former rail corridor that runs almost 25 miles from Concord to Pleasanton. At Contra Costa Centre, the Ironhorse Trail is near the eastern boundary of the Transit Village. Maximizing the use of non-automotive commute modes is a fundamental aspect of transit-oriented development. Pedestrians and bicyclists are frequently users of the Iron Horse Trail. In the Contra Costa Centre Transit Village, the Iron Horse Trail is an integral part of Walden Green, a 1/3 mile long linear park that runs from Treat Blvd, North to the Coggins Drive Turn.

The Ironhorse Trail crosses Treat Blvd, a major sub-regional arterial, at Contra Costa Centre. The County Redevelopment Agency has been the financial catalyst for construction of the Iron Horse Trail Overcrossing. The expected schedule for construction is to bid/award a construction contract in late Winter/Spring 2009, and to start construction in the late Summer/Fall of 2009.

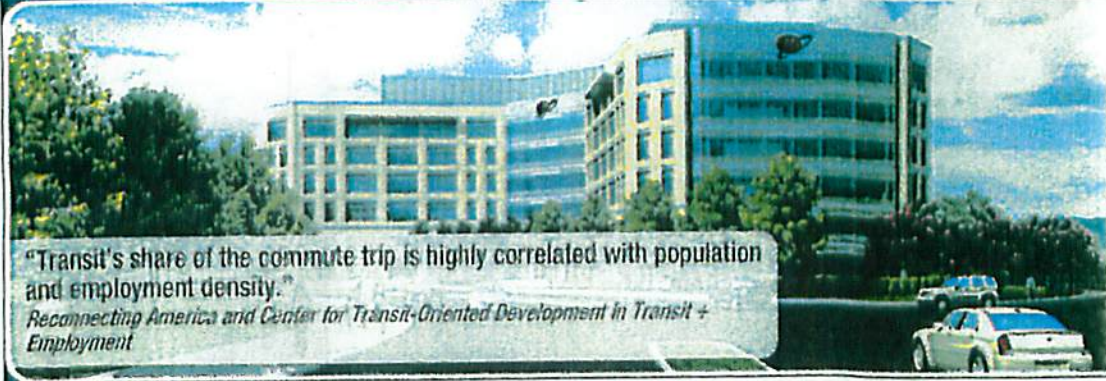
Benefit

The Iron Horse Trail Overcrossing will provide trail users with a safe, convenient means of crossing a busy Treat Blvd. This ease of use will help achieve the Contra Costa Centre's Transportation Demand Management goals of reducing vehicle usage. The dramatic design will also provide a signature architectural element to the area.

Project Team

Engineering/Design:	ARUP
Architect:	Don McDonald Architects
Project Manager:	Contra Costa County Public Works





"Transit's share of the commute trip is highly correlated with population and employment density."
Reconnecting America and Center for Transit-Oriented Development in Transit + Employment

CSAA Headquarters

Description

For over 100 years, the [California State Automobile Association \(CSAA\)](#) has been providing its members with insurance, financial, and travel services. In order to be closer to much of its employee base, CSAA chose to relocate to Contra Costa Centre. The adjacency to BART was important to CSAA in order to provide access to employees residing in San Francisco and elsewhere in the East Bay. The Contra Costa Centre site is at 3055 Oak Road. Construction started on the office building in February 2008. CSAA expects to occupy the building in August-September 2009.

The site referred to as Station Landing is being developed by [Equity Office Property Trust](#) and [Harvest Properties](#).

[View On-Site Camera](#)

Benefit

CSAA's corporate relocation will bring over 1,000 jobs to Contra Costa County. Many of the CSAA employees will benefit from having transit access to their workplace. Central Contra Costa County also gains the corporate headquarters of one of the most respected names in the automobile insurance and financial services business.

Project Team

Developer:	Equity Office Property Trust Harvest Properties
Architect:	Korth Sunseri Hagey Architects





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"Heaven is under our feet as well as over our heads."
Henry David Thoreau

Walden Green - Phase II

Description

In 1985, the County, using Redevelopment Agency funds, acquired the former Southern Pacific right-of-way in the Contra Costa Centre area. The goal was to preserve the corridor, now referred to as the Iron Horse Corridor, as a future transportation corridor. In 1996, the Walden District Improvement Association proposed that the Iron Horse Corridor in the vicinity of the Pleasant Hill BART Station be converted into a linear park. The proposal was incorporated into a 1998 amendment to the [Contra Costa Centre Specific Plan](#), and project planning began in earnest.

Benefit

Walden Green was designed to provide a public open space amenity to enhance the sense of place at Contra Costa Centre. The informal park-like area was designed to complement the formal public areas within the commercial properties at Contra Costa Centre, as well as provide an area for public gathering and outdoor uses. The [Iron Horse Trail](#) would run through Walden Green. A complementary goal was to preserve the opportunity to site a fixed guide way transportation use in the corridor at some future time.

The setting for Walden Green was very complex, with a host of above and below ground utility and pipeline uses, as well as a temporary BART patron parking lot. Through a sensitive community design process the concept of celebrating our natural California plant heritage emerged. The design for Walden Green was done in conformance with the County adopted [Iron Horse Corridor Management Program](#). In addition, a variety of mitigation measures to address the needs of BART patrons were devised. In January 2004, construction of Walden Green began. The community celebrated the grand opening of Walden Green in the spring of 2005. Every year since then, the spectacular colors and fragrances of California poppy, French and Spanish lavender, wild lilacs, deer grass, and many more species have entertained area residents, employees and trail users.





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Contra Costa Centre Program

Description

The [Contra Costa Centre Association](#) is an organization established by the [property owners](#) in the [Contra Costa Transit Village](#). The Association undertakes a [variety of programs](#) to complement the transit-oriented development program at Contra Costa Centre, and to improve the environment in which to work, live, and play. Funded by annual assessment of the property owners, the Contra Costa Centre Association provides essential services to the 6,000 area employees.

Current Activities

The Shortcut Path will improve the walkability of the area. A walkable community has convenient connections to destinations through streets, trails and other linkages. The Shortcut Path will improve local transportation options and improve access to community amenities. The Pleasant Hill BART Station is a regional transportation hub for trains, buses, carpools and taxis, and serves as a gateway to other destinations in the Bay Area. A main objective of the Specific Plan is to reduce the demand for more parking and road capacity in the station by making other forms of access more convenient.

Current Activities

Transportation Program Services

Operating one of the most comprehensive Transportation Demand Management (TDM) programs in the entire United States, the Centre Association provides incentives and services designed to reduce the use of vehicles. Incentives and services include:

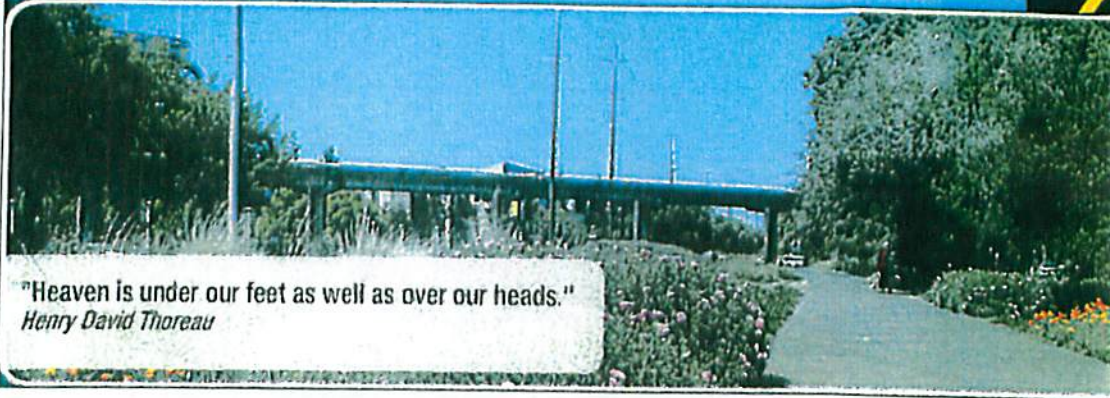
- Carpools/Vanpools
- Segways and electric bicycles
- Bike facilities and bike lockers
- A green fleet of low-speed vehicles for employee use during the business day
- Mid-day shuttles





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Shortcut Path

Description

The purpose of the Pleasant Hill BART/Contra Costa Centre **Shortcut Path** and Wayfinding System Project is to make the area around this **BART** Station. The need for this project was identified in the 1998 amendments to the Pleasant Hill BART/Contra Costa Centre Station Area **Specific Plan**. Those amendments included removing several projects that improved road access to the BART Station and adding projects that improved bicycle and pedestrian access to the BART station.

One of the projects added was the extension of a pedestrian and bicycle trail from the BART station to neighborhoods northeast of the station. Pedestrian access to the BART station from these neighborhoods is limited by the barrier created by Bancroft Road, the Walnut Creek flood control channel, and the BART security fences. The current route around this barrier adds about 11 minutes of travel time for a pedestrian, with much of it spent on busy arterials. The Shortcut Path avoids congested roads and out-of-direction travel by way of a direct and quiet route that will likely attract more pedestrians and bicyclists to the BART station.

Benefit

The Shortcut Path will improve the walkability of the area. A walkable community has convenient connections to destinations through streets, trails and other linkages. The Shortcut Path will improve local transportation options and improve access to community amenities. The Pleasant Hill BART Station is a regional transportation hub for trains, buses, carpools and taxis, and serves as a gateway to other destinations in the Bay Area. A main objective of the Specific Plan is to reduce the demand for more parking and road capacity in the station by making other forms of access more convenient.

Current Activities

A Final Report on the Pleasant Hill BART /Contra Costa Centre Shortcut Path and Wayfinding project has been prepared, including the identification of a preferred alignment. This final report is currently

