

CONTRA COSTA CENTRE | CONTEXT

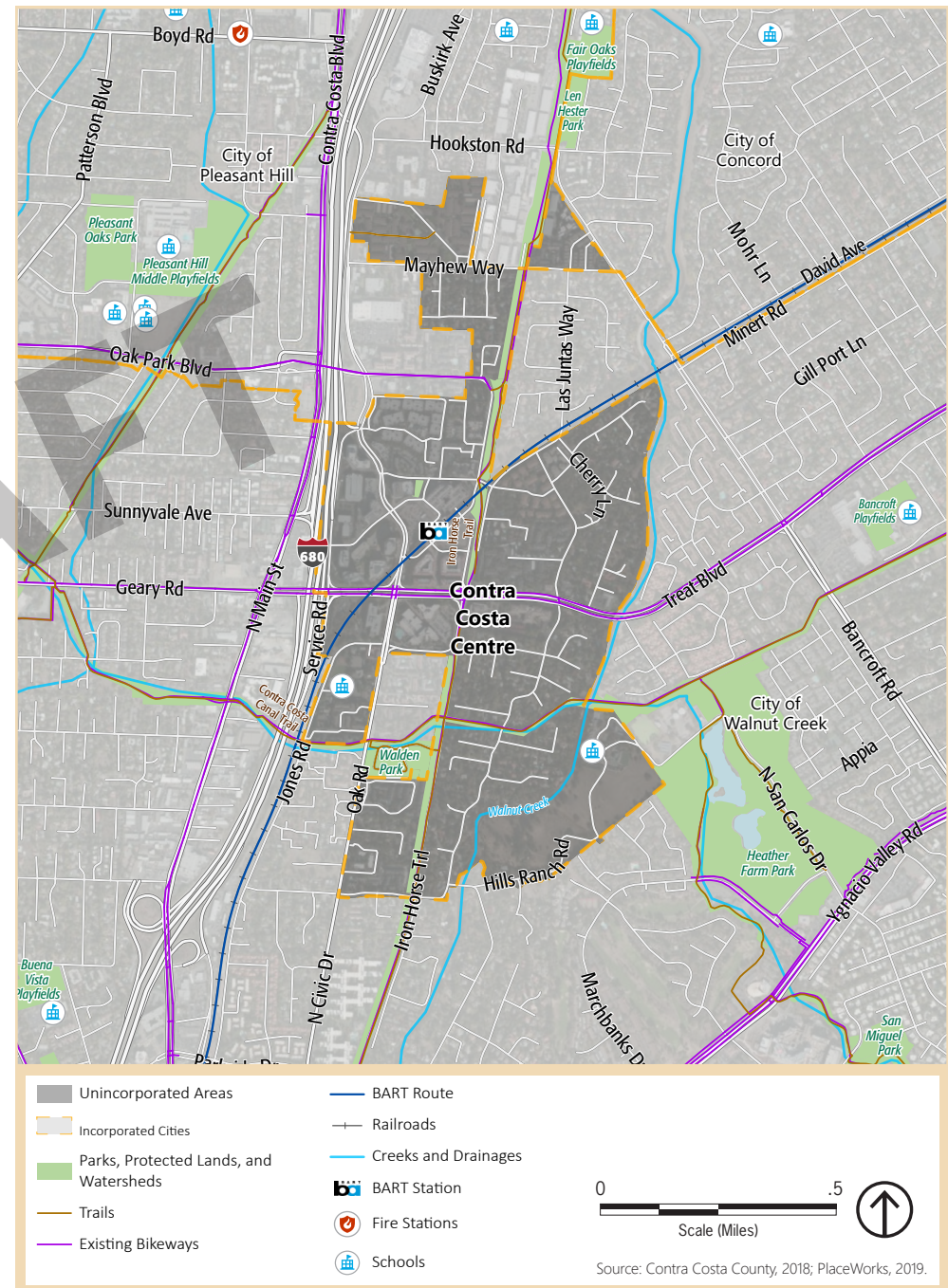
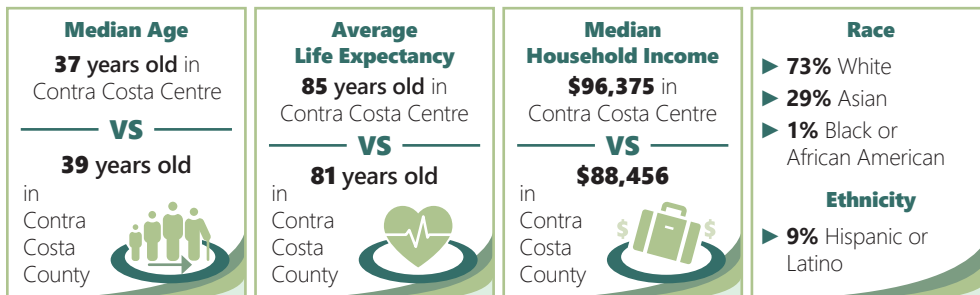
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Situated snugly between Pleasant Hill, Walnut Creek, and Concord, Contra Costa Centre is a bustling transit center adjacent to the Pleasant Hill/Contra Costa Centre BART station. The community has a diverse agglomeration of uses ranging from low-density single-family homes to very high multi-family uses and BART-oriented mixed use. Despite the range of uses, the community self-identifies with a vision to provide a cutting edge, mixed-use neighborhood that is family friendly with safe outdoor public spaces and trail connections. In particular, residents support more transit-oriented infill development that is concentrated and sustainable, addressing the growing need for regional transit while preserving the local economy. The community enjoys living within walking distance of restaurants and outdoor gathering spaces or parks, and would like this walkable, mixed-use character to continue to be enhanced.











The Iron Horse Trail runs north-south through Contra Costa Centre and provides opportunities for high-quality outdoor recreation. Residents use this trail for a wide variety of trips ranging from active commutes to family outings. Connecting parks, schools, and transit with a network of trails is a high priority for Contra Costa Centre residents. In addition, traffic safety is a primary concern; residents support changing the streetscape to slow traffic while enhancing alternative transportation corridors.

WHO LIVES IN CONTRA COSTA CENTRE?



Hazards

-  Air quality
-  Drought
-  Extreme heat
-  Flooding
-  Human health hazards
-  Seismic hazards
-  Severe storms
-  Wildfire

Major Vulnerabilities

Seniors, including those living alone, and children are vulnerable to poor air quality, extreme heat, human health hazards, and wildfire.

Low-income persons, renters, and cost-burdened households are vulnerable to drought, extreme heat, flooding, seismic hazards, severe storms, and wildfire.

Interstate 680, Treat Boulevard, N. Civic Drive, and Cherry Lane are vulnerable to seismic hazards and fallen trees from severe storms.

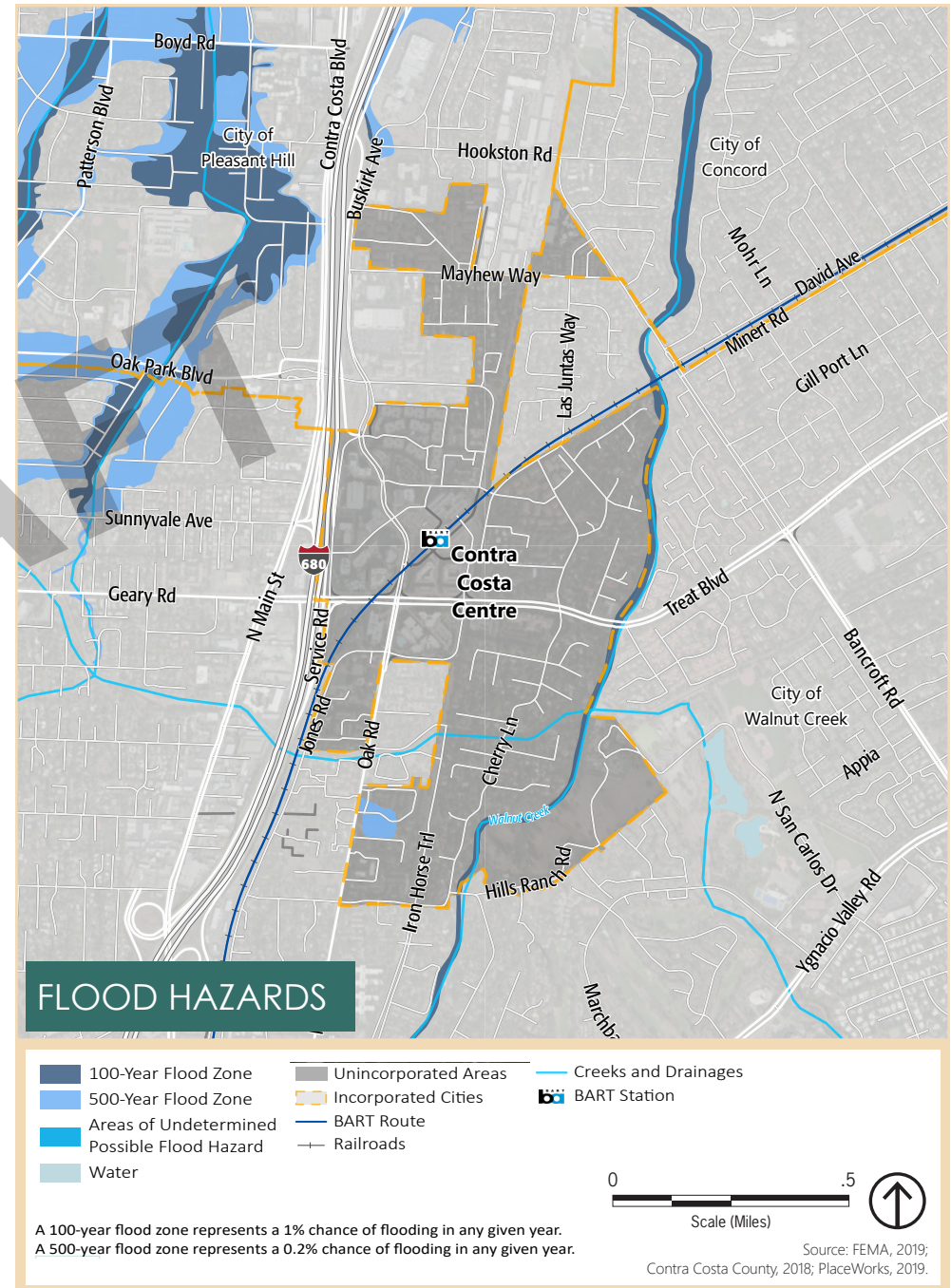
Seven Hills School, Palmer School for Boys and Girls, and medical centers in the community are vulnerable to flooding, seismic hazards, severe storms, and wildfire.

Safety and medical responses and public transit access are vulnerable to flooding, seismic hazards, severe storms, and wildfire.



Drought, earthquakes, and wildfire are all hazards in Contra Costa Centre.

The information on this page presents a summary of hazards and vulnerabilities in Contra Costa Centre based on the Contra Costa County Vulnerability Assessment; please see the [online Vulnerability Assessment](#) for a full description of these hazards and vulnerabilities.



PLANNED LAND USE

Section to be completed concurrently with Land Use Map.

GUIDING PRINCIPLES

The following guiding principles articulate the values, priorities, and aspirations for the future shared by Contra Costa Centre community members:

1. Residents of Contra Costa Centre enjoy convenient access to public transit through the BART station and numerous bus lines. This access to public transit provides an easy alternative to automobile travel and access to the rest of the Bay Area from within their own neighborhood.
2. Residents also enjoy convenient access to outdoor recreation, such as through the Iron Horse Trail and Contra Costa Canal Trail. Access to outdoor recreation should be preserved, and connections to surrounding parks and open spaces should be expanded.
3. Contra Costa Centre's mixed-use development provides opportunities to live, work, and shop within the community. This mixed-use environment should be maintained in future development.
4. The family-friendly atmosphere should be preserved.
5. Major roads and freeways, such as Treat Boulevard, Oak Road, and Interstate 680, pass through and adjacent to Contra Costa Centre. Traffic safety and roadway enhancements should be prioritized.
6. Walkability in Contra Costa Centre is unique in the unincorporated county. This asset should be preserved with future development and enhanced.

POLICIES

1. The maximum allowed density and intensity of development in the Urban Center designation is X units per acre and Y floor area ratio (FAR).
2. Support cutting-edge mixed-use projects.
3. Expand and improve bicycle network connectivity to increase safety and access to public transit, and minimize collisions with automobiles.
4. Prioritize local-serving retail and community-focused land uses, such as restaurants, farmers' markets, and other attractive uses.
5. Promote walkable infrastructure and pedestrian-scale streetscapes.
6. Encourage open spaces within higher-density areas, such as rooftop gardens, outside gathering spaces near office buildings, outdoor dining areas, and pedestrian-focused amenities.
7. Increase the concentration of high-intensity employment uses and affordable housing in the area to better utilize the regional transit accessibility provided by BART.
8. Promote a station area appearance which will project a positive image and have high regional and local identity.

ACTIONS

1. Improve traffic signal operations at the Las Juntas Road and Oak Road intersection.
2. Install clear and well-placed signage to improve wayfinding and safety at existing trails and open spaces.
3. Facilitate installation of sustainable infrastructure such as electric vehicle (EV) charging stations, bike repair stations, and other green amenities as they become available in the future.
4. Increase density along major thoroughfares.