

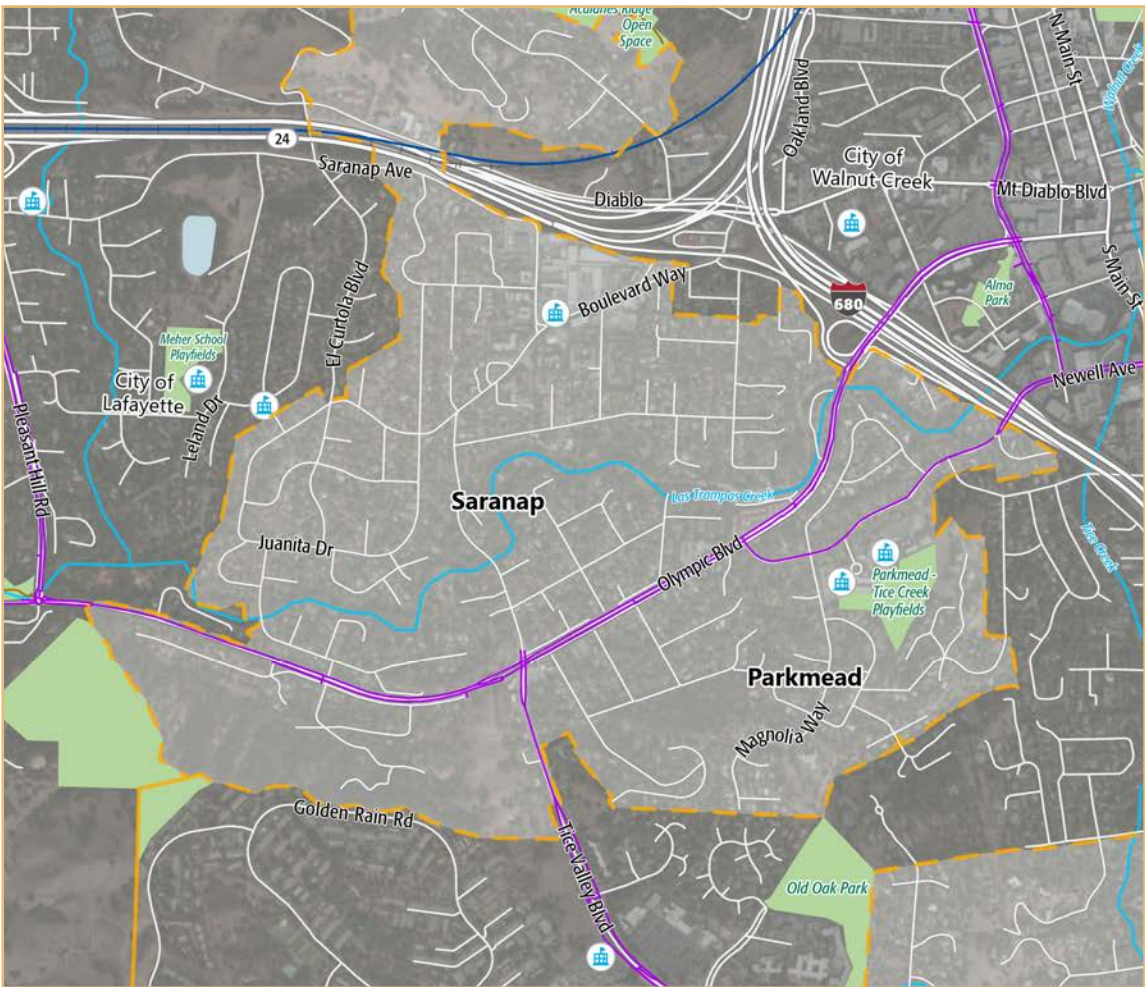
SARANAP AND PARKMEAD - CONTEXT - 1

Saranap and Parkmead are residential areas located west of Interstate 680 and south of Highway 24 between Walnut Creek and Lafayette. They are split between the Spheres of Influence of both cities. Saranap traces its origins to 1911, when it became a stop on the Oakland, Antioch, and Eastern Railroad line between Oakland and Sacramento. The railroad ran along what is now Olympic Boulevard, with the station located at the current intersection with Tice Valley Boulevard. Saranap is named for Sara Naphthaly, mother of railroad vice president Samuel Naphthaly. Parkmead is located southeast of Saranap. Despite their proximity to downtown Walnut Creek, these two communities have retained unique identities valued by their residents.

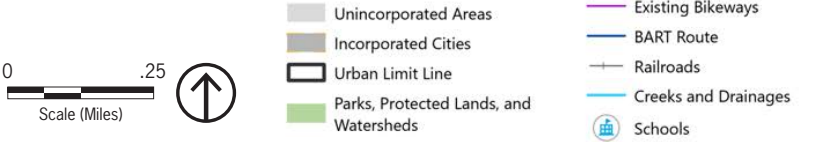
Saranap became popular as a summer getaway in the early 1900s, with cottages located among fruit and walnut orchards. Much of the area was developed during the 1950s, though development continued throughout the 60s, 70s, and 80s. Multi-family homes and businesses were developed along Boulevard Way and Saranap Avenue near the Interstate 680/Highway 24 interchange. Today, about one-quarter of the housing units in Saranap are apartments and condominiums.

Parkmead, which is located in unincorporated Contra Costa County and the City of Walnut Creek, was primarily developed during the 1950s, with community life focused around Tice Creek School and Parkmead Elementary School. The community consists almost entirely of single-family residences.

While most of Saranap and Parkmead are built out, the existing commercial and light industrial area along Boulevard Way has potential for redevelopment, as does the south side of Olympic Boulevard.



Source: Contra Costa County, 2018; PlaceWorks, 2022.



WHO LIVES IN SARANAP AND PARKMEAD?

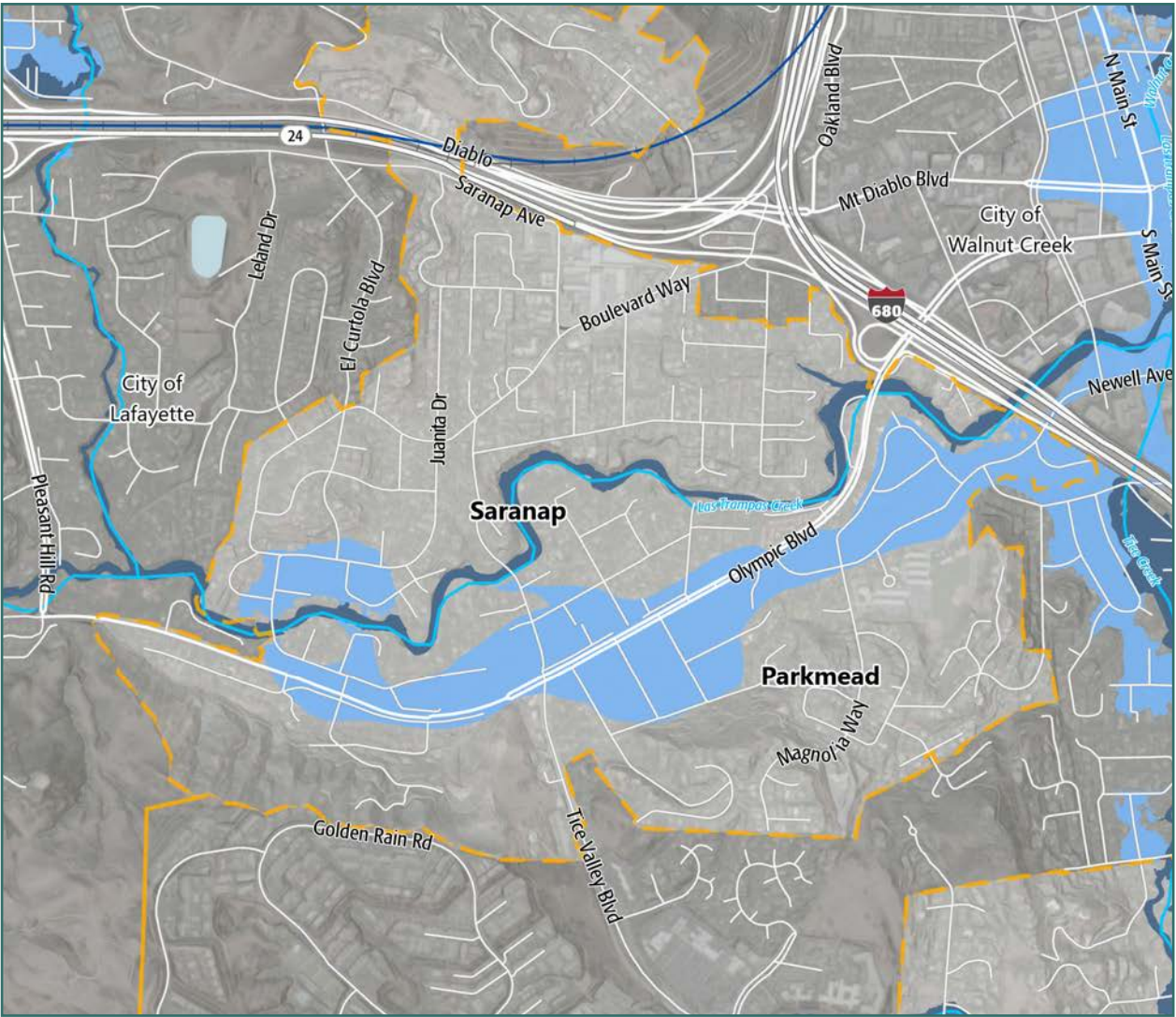
<p>Median Age 48 years old in Saranap/Parkmead</p> <p>VS</p> <p>40 years old in Contra Costa County</p>	<p>Average Life Expectancy 82 years old in Saranap/Parkmead</p> <p>VS</p> <p>81 years old in Contra Costa County</p>	<p>Median Household Income \$134,315 in Saranap/Parkmead</p> <p>VS</p> <p>\$103,997 in Contra Costa County</p>	<p>Race & Ethnicity</p> <ul style="list-style-type: none"> ▶ 71% White ▶ 13% Asian ▶ 9% Hispanic or Latino ▶ 3% Black or African American
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HAZARDS	
	Drought
	Extreme heat
	Flooding
	Human health hazards
	Landslides
	Seismic hazards
	Severe storms
	Wildfire

MAJOR VULNERABILITIES	
Seniors (including seniors living alone), persons experiencing homelessness, and children are vulnerable to extreme heat, human health hazards, and wildfire.	
Renters and cost-burdened households are vulnerable to increased housing costs from drought, extreme heat, flooding, landslides, seismic hazards, severe storms, and wildfire.	
Interstate 680, Highway 24, and Olympic Boulevard are vulnerable to flooding, landslides, severe storms, and wildfire.	
Parkmead Elementary School and Tice Creek Elementary school are vulnerable to flooding, severe storms, and wildfire.	
Safety and medical responses and public transit access is vulnerable to flooding, seismic hazards, severe storms, and wildfire.	










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



FLOOD ZONES

Source: FEMA, 2019; Contra Costa County, 2018; PlaceWorks, 2022.



Flood Hazard Areas	 Incorporated Cities
 100-Year Flood Zone	 BART Route
 500-Year Flood Zone	 Railroads
 Areas of Undetermined but Possible Flood Hazard	 Creeks and Drainages
 Water	
 Unincorporated Areas	

A 100-year flood zone represents a 1% chance of flooding in any given year.
 A 500-year flood zone represents a 0.2% chance of flooding in any given year.



PLANNED LAND USE

Land use designations for Saranap and Parkmead are shown on Figure LU-1, General Plan Land Use Map, and defined in Table LU-1 in the Land Use Element. Saranap and Parkmead are planned primarily to maintain and enhance the existing residential uses while accommodating new development to revitalize existing commercial areas. Aside from enhanced neighborhood amenities, no changes are planned for the existing lower-density residential areas. New development is planned to occur in mixed-use areas along major roads, incorporating a range of neighborhood-serving commercial uses and multiple-family dwellings. Mixed-use projects that incorporate affordable housing are highly encouraged. The mixed-use area along Boulevard Way will create a more unified and vibrant urban center offering medium- to high-density housing choices. The Saranap Village project, which includes 196 housing units, along with retail businesses and services, will anchor the west end of the mixed-use area along Boulevard Way. The mixed-use area along Olympic Boulevard is envisioned as a revitalized, well-designed corridor, with new residential and commercial development and improved services.



GUIDING PRINCIPLES

The following guiding principles articulate the values, priorities, and aspirations for the future shared by Saranap and Parkmead community members:

1. The harmonious mix of single-family and multiple-family dwellings, offices, and commercial uses in Saranap and Parkmead should be preserved.
2. Further development of Saranap and Parkmead should be thoughtfully planned to enhance the communities.
3. The commercial area along Boulevard Way should be revitalized through development of mixed-use projects offering neighborhood-serving businesses and a wider variety of housing choices.
4. The communities should be enhanced with new pedestrian and bicycle facilities that connect residential and commercial areas, and development of a neighborhood park and community meeting space.



POLICIES

1. In mixed-use areas, preserve adequate square footage of commercial uses to meet the daily needs of the community. Support retention of active commercial uses and neighborhood-serving businesses while promoting new multiple-family residential development, especially affordable units.
2. Maintain public views of Mount Diablo and surrounding scenic ridges to the greatest extent feasible.
3. Protect the undeveloped hillside and ridge south of Olympic Boulevard and west of Tice Valley Boulevard.
4. Preserve views and access to sunlight along Boulevard Way and Saranap Avenue by incorporating standardized “step back” requirements for the upper floors (third story and above) of multi-story buildings and encouraging small landscape buffers and setbacks.
5. Maintain the single-family residential development pattern outside of the mixed-use areas along Boulevard Way and Olympic Boulevard.
6. Discourage roof heights exceeding 40 feet and architectural features (such as parapets) exceeding 45 feet.
7. Require building scale, massing, architectural style, materials, and signage to be harmonious with the surroundings and contribute to a visually pleasing streetscape, particularly along Boulevard Way and Saranap Avenue.
8. Require installation of street and sidewalk amenities of a consistent character that foster a cohesive “district” appearance along Boulevard Way.

ACTIONS

1. Evaluate and improve pedestrian and bicycle infrastructure where possible, particularly along the full length of Boulevard Way.
2. Identify a location for a local park or other community facility/space within Saranap that may include a playground, lawn area, dog run/park, picnic area, exercise equipment, and community garden. Require future development projects to contribute their fair share towards its establishment.
3. Reconfigure and enhance the Boulevard Way right-of-way, from its intersection with Saranap Avenue east to the City of Walnut Creek border, as follows:
 - a. Reduce width to two lanes.
 - b. Install diagonal parking and Class II or Class III bicycle facilities along both sides.
 - c. Install traffic-calming devices and crosswalks where necessary.
 - d. Install parklets.
 - e. Widen sidewalks.
 - f. Install street trees, landscaping, decorative streetlights, street furniture, water features, public artwork, and other desired amenities.