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San Pablo Sustainable TOD Master Plan



“TOD is the planning, design, and development of communities where residents can live, work, play, shop and learn in a walkable and mixed-use community supported by rapid transit and where car ownership is an option, not a necessity.”

Gary Andrishak, Arcadis TOD Studio Founder

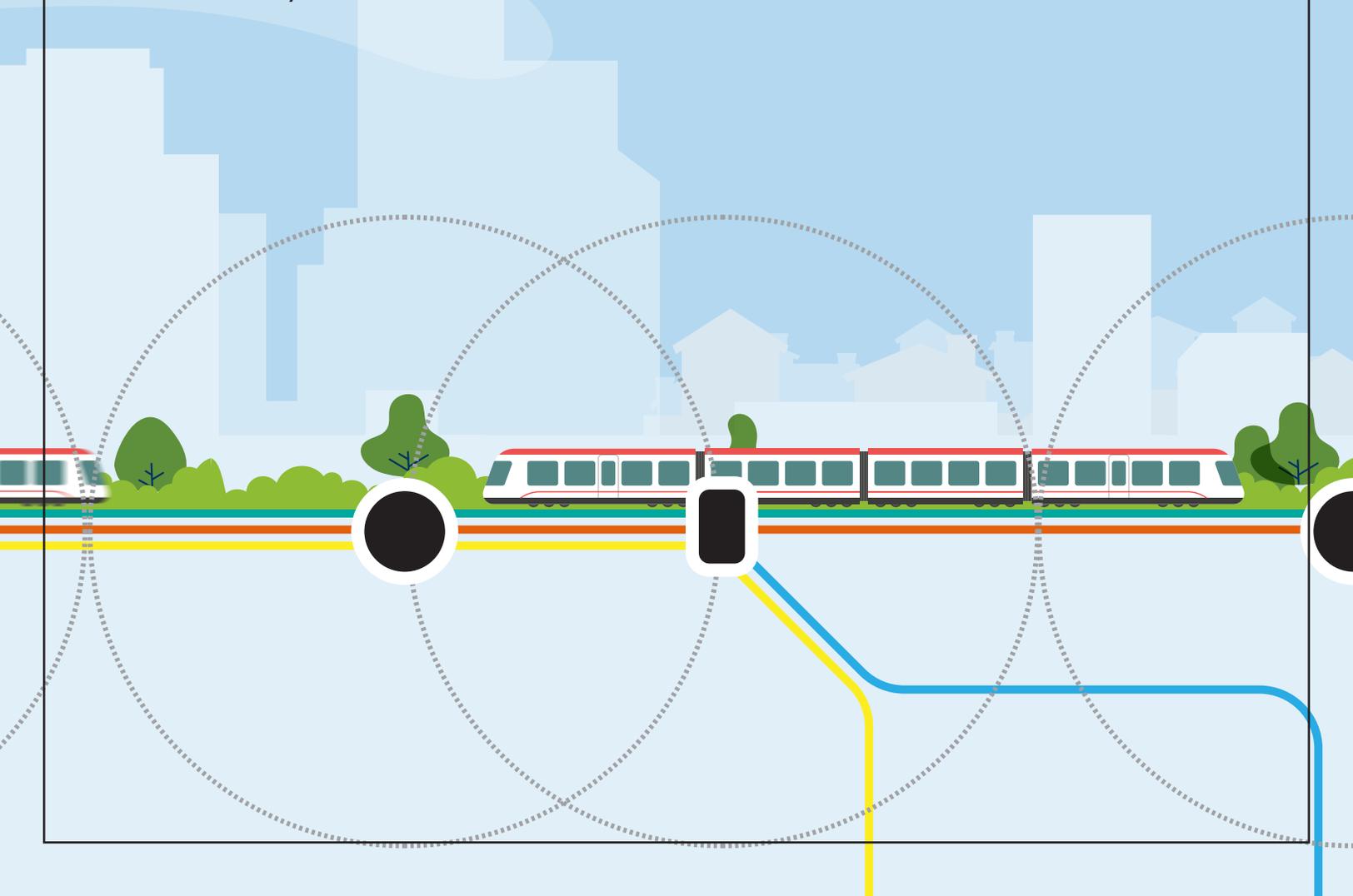
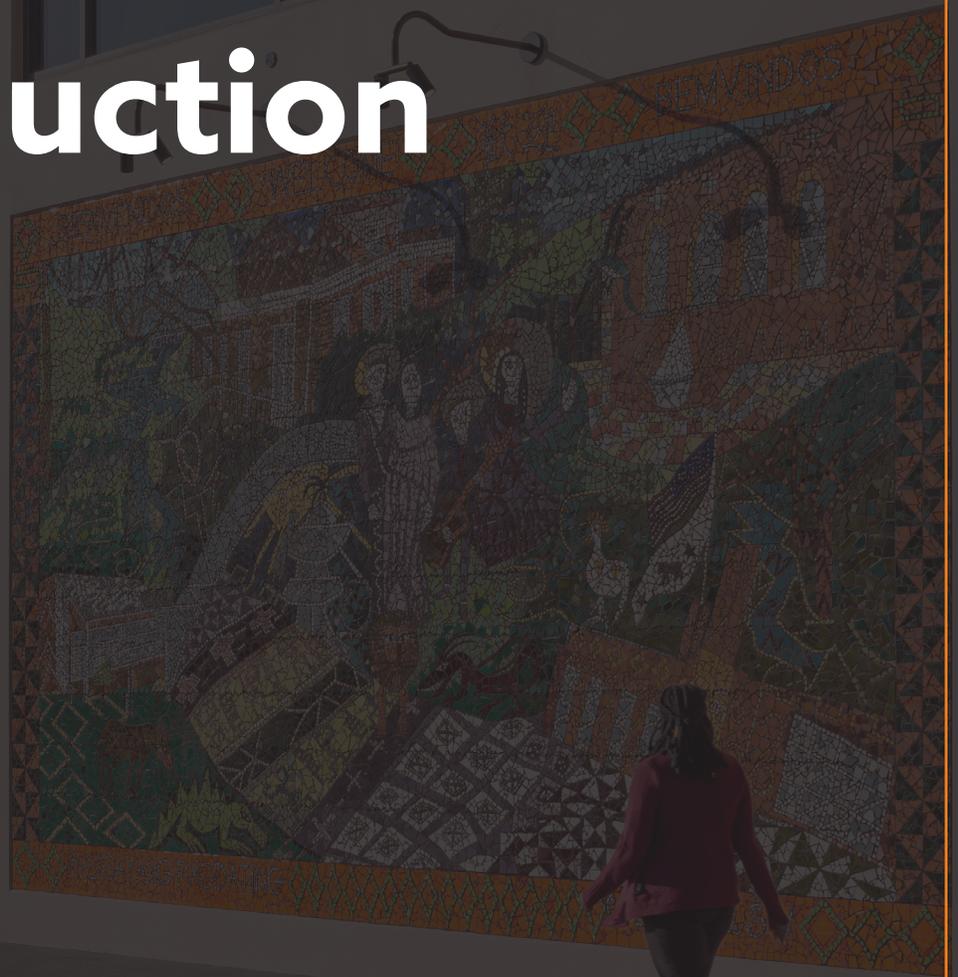


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01

Introduction



INTRODUCTION

Project Background

The City of San Pablo is in west Contra Costa County off Interstate 80, nestled between the cities of Richmond, El Cerrito and Pinole. It is connected within the network of west coast cities via Interstate 80, Amtrak passenger train, and AC Transit and Westcat buses. As the city has grown, it developed from a Spanish colonial settlement to a Bay Area suburb, attracting working class families with single family homes and easy access to jobs, schools, services, shopping, and amenities. Today, as the diverse population grows, the city has prepared future plans to guide a thriving, sustainable community for years to come.

1.1 PLAN PURPOSE

As a part of the holistic planning at the city, to support local and statewide sustainable transportation goals, and ongoing efforts to integrate and improve development and transit service, the City of San Pablo was awarded a Sustainable Communities Planning Grant from Caltrans to create this Sustainable Transit Oriented Development (TOD) Master Plan. The plan includes analysis and recommendations to facilitate equitable and climate-resilient TOD in San Pablo. The Master Plan builds on the existing condition and context of San Pablo, already-underway planning work and strategic direction, input from stakeholders and the public, and best practices in the field of transit-oriented community and development planning.

Project objectives include achieving targets of local, regional, and state-wide strategies including:

- Decreasing vehicle miles traveled
- Supporting housing development through infill
- Supporting the goals of the City's General Plan 2030 and 2040 update (in progress)
- Supporting the Climate Action Plan 2012
- Supporting the City Council Fiscal Year 2023-25 Priority Workplan

1.2 PLANNING PROCESS

In July 2022, Arcadis (then IBI Group) was selected as the multidisciplinary consultant team, along with Blue Point Planning and Aaron Welsh Planning, to undertake the development of the San Pablo Sustainable TOD Master Plan. This team brought together experts on transportation, land use, landscape, public consultation, policy planning, housing, and equity.

The planning process was divided into four phases: Explore, Envision, Plan, and Act. A community engagement component was a part of the first three phases, to keep the public informed and engaged at key milestones throughout the planning process.

Explore Phase



The “Explore” phase included studies of existing policies and conditions in San Pablo in order to equip the team with a thorough understanding of San Pablo’s context. The team prepared a study of policies and existing conditions including a literature review, spatial and quantitative analysis, and TOD synthesis. Public pop-ups and a survey were conducted during this phase to introduce residents to TOD concepts, and invite early feedback about the challenges and opportunities locals experienced.

Envision Phase



The “Envision” phase included preparing the TOD vision for San Pablo. This was established through a series of stakeholder workshops and a survey, in order to cover the wide range of options and opportunities possible, and to visualize different potential scenarios for San Pablo’s streets and buildings. The final result was a city-wide TOD vision, as well as defined TOD Priority Areas for San Pablo. The Priority Areas were also analyzed in this phase to highlight key opportunities and TOD elements that shape these areas, and how they can fulfill their role as the primary centers for TOD in the future. During this phase, the team also developed a San Pablo Streetscape Toolkit, which is a resource to help City staff, designers, and developers implement measures to improve streetscapes in a way that is responsive, consistent, and achieves high-quality results. Refer to the full Streetscape Toolkit in Appendix C.

Plan Phase



The “Plan” phase considered the inputs received from the public, the results of the studies, and equity and resiliency lenses to propose recommended policy and physical interventions. These were prioritized on a weighted criteria to create an implementation plan.

Act Phase



The “Act” phase will occur after the adoption of this Master Plan, as the implementation plan is rolled out.

1.3 METHODOLOGY

Arcadis applied a systemic approach to establish a vision and plan that worked city-wide across San Pablo to promote equitable and sustainable TOD, while focusing specifically on the Priority Areas. This approach is a multi-step process that includes:

- Establishing the baseline condition for TOD in San Pablo including development patterns, transit nodes, urban characteristics, and unique elements
- Identifying Priority Areas based on location, transit service, and land uses
- Assessing opportunities for Transportation, Open Space, and Development
- Considering the readiness and capacity for change of each area
- Applying select strategies that respond to the context, opportunities, and needs of each area
- Recommending a prioritized implementation plan

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Introduction To Transit-oriented Development

INTRODUCTION TO TRANSIT-ORIENTED DEVELOPMENT

2.1 WHAT IS TOD?

In essence, TOD is the combined, intentional planning of dense, mixed use land use that is served by a network of frequent transit and walkable services with a high standard of design in a compact area. TOD promotes a community design that offers housing and transportation choices to residents that are convenient, affordable, and create a high-quality environment and experience for people.

TOD represents a necessary step and key strategy toward achieving a more sustainable future. In particular, TOD is critical to delivering on residents' expectations for housing choice, improved livability, and socially strengthened communities.

2.2 COMPONENTS OF TOD

TOD is comprised of three ingredients, all of which should be coordinated to produce financially viable, technically feasible, and community supported plans that benefit the community. They are, following the acronym for T-O-D:

- T** **Transit or Transportation.** The different transportation modes (transit, walking, bicycle, cars, taxis, etc.) and the infrastructure and amenities that these need (lanes, parking spots, stopping locations, stations, etc.) that provide mobility services to an area.
- O** **Oriented or Open Space.** The public domain (plazas, patios, parks, sidewalks, etc.) that form the transition between the transportation facilities and the buildings, also known as 'the spaces between,' which can be public or private property.
- D** **Development or Buildings.** The built-up areas in (primarily) private parcels where a different human activities or uses occur that enable the activation of the surrounding open spaces and become a trip destination for transit and other modes.

2.3 CHARACTERISTICS OF TOD

Also described as the Strategies of TOD, these broad attributes define what TOD looks and feels like as people experience it.

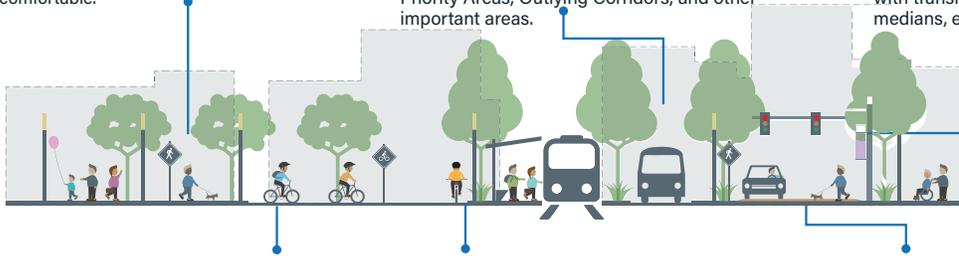
-  **Density:** to create enough development intensity near station areas to ensure enough human activity and a transit-, bike-, and pedestrian-supportive ecosystem.
-  **Land Use:** to promote a series of land uses, including housing and jobs, which complement each other in creating a complete community that is active throughout the day, supporting transit ridership.
-  **Mobility Choices:** to provide a variety of mobility of options for residents, workers and visitors, so that they are not forced to use only one mode of transportation for their travel needs.
-  **Placemaking:** to produce a safe, comfortable, and human-scaled human environment within the influence area of the station, both improving the quality of the public realm and the accessibility to transit.
-  **Sustainability:** to produce an urban environment that minimizes the use of resources, both by producing these resources locally and efficiently using outside resources.
-  **Health:** to ensure an urban environment that is conducive to maintaining a healthy human lifestyle.

T Transit

Walk. Improvements that ensure that walking to and from transit stops and stations is convenient, safe and comfortable.

Transit. Improvements that increase frequencies of existing routes or, potentially, development of new feeder routes to serve Priority Areas, Outlying Corridors, and other important areas.

Intersections. Improvements include upgrades to increase safety and comfort or reduce crossing delay, such as signals with transit priority, raised crosswalks, medians, etc.



Bike. Improving 'bikability' within station areas by linking major local destinations and connecting to the wider bike network.

Shared Mobility. Enhancements to facilities/amenities that favor shared mobility options such as carshare parking, end-of-trip bicycle amenities, drop-offs, etc.

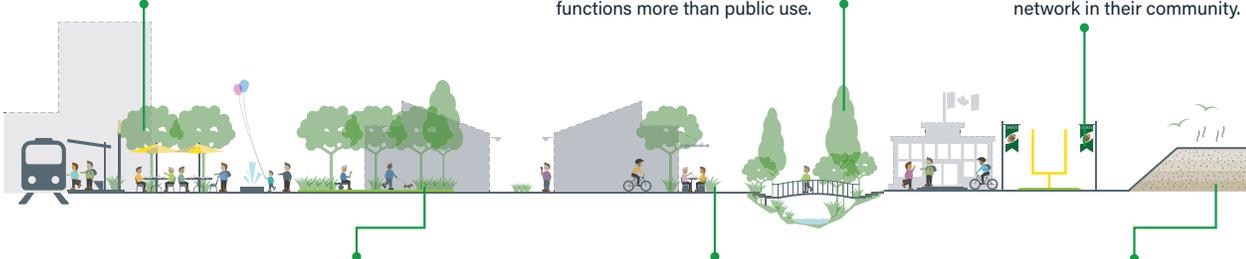
Roads. Improvements to neighborhood streets that are well traveled and/or have high traffic speeds in order to manage or calm traffic, balancing the needs of motorized and non-motorized travel.

O Open Space

Public Plazas. New public open spaces located at activity nodes, the community heart, and transit stations.

Green Spaces. Similar to public parks but with an emphasis on nature preservation functions more than public use.

School Sites. Sports fields and playgrounds contribute to the open space network in their community.



Public Parks. Existing and new public green spaces designed for public use and enjoyment throughout the community and accessible by transit and active transportation.

Other Open Spaces. Major TOD redevelopment sites including public, semi-public, and semi-private open spaces, such as pocket parks, plazas, courtyards, mews and community gardens.

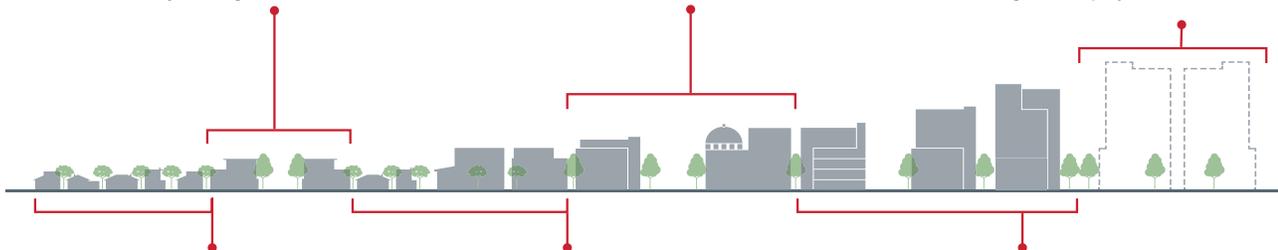
Contaminated Land. Specific locations with soil contamination should be kept free of public use until appropriate soil remediation measures are undertaken.

D Development

Local Corridor Mixed-Use Infill. Existing local corridors of varied scale and mix of uses that have capacity to fill in with new community-serving businesses and services.

TOD Contextual Mixed-Use Infill. Areas near transit stops and stations planned for context-sensitive incremental redevelopment.

Long Term Redevelopment. These are areas that will not be redeveloped over the next decades as TOD given the projected market demand.



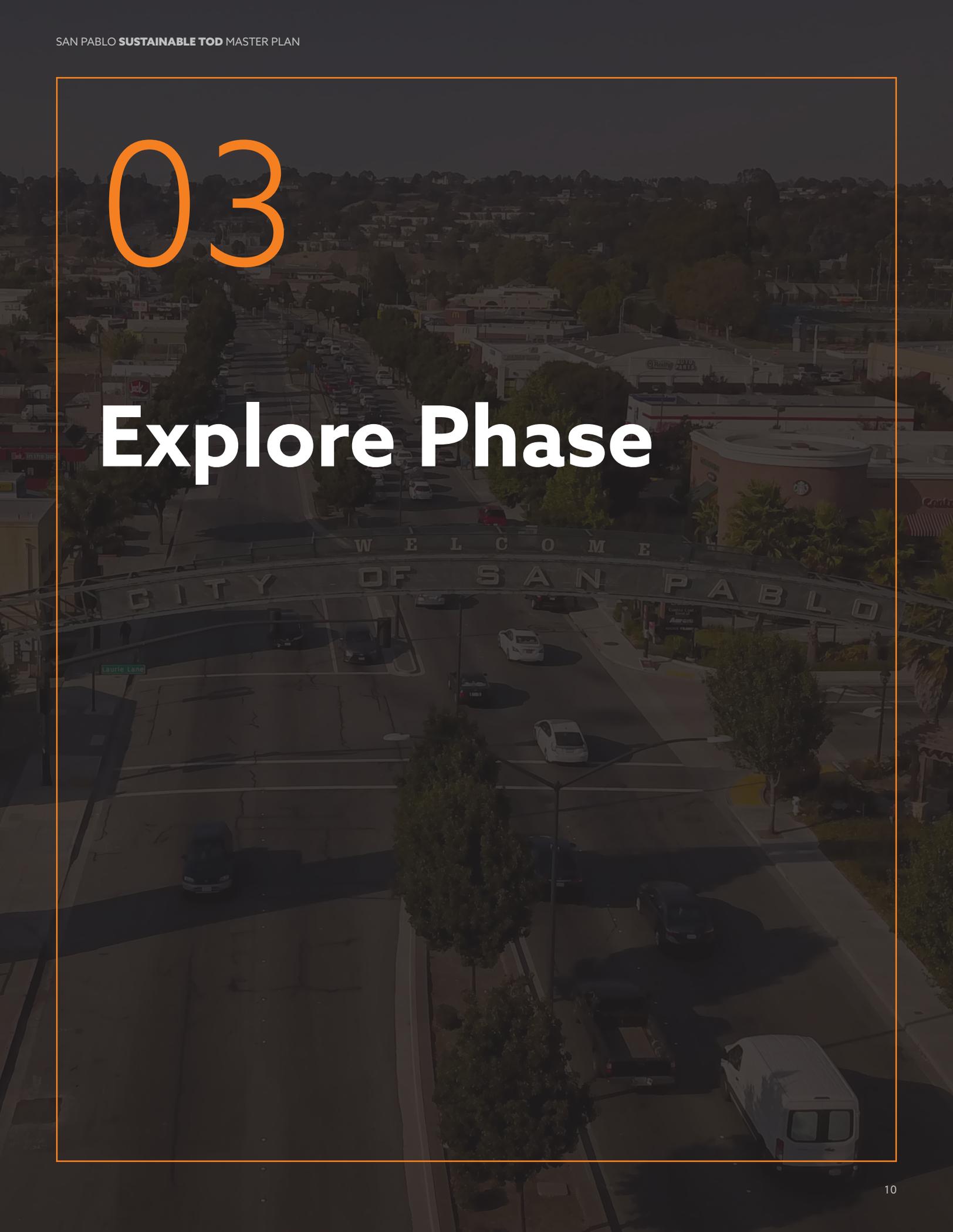
Local Scale Mixed-Use Infill. Primarily single-family, small-lot residential areas not expected to substantially change in the near or long term, but may be infilled with similar, small-scale development.

TOD-Adjacent Transitional Infill. Primarily small lot residential areas near transit corridors that may redevelop and provide a transition from local scale residential to TOD related infill or redevelopment areas.

TOD Major Mixed-Use Redevelopment. Areas with larger-scale buildings and a broader mix of uses with an underlying large-lot pattern, usually separated from established residential neighbourhoods.

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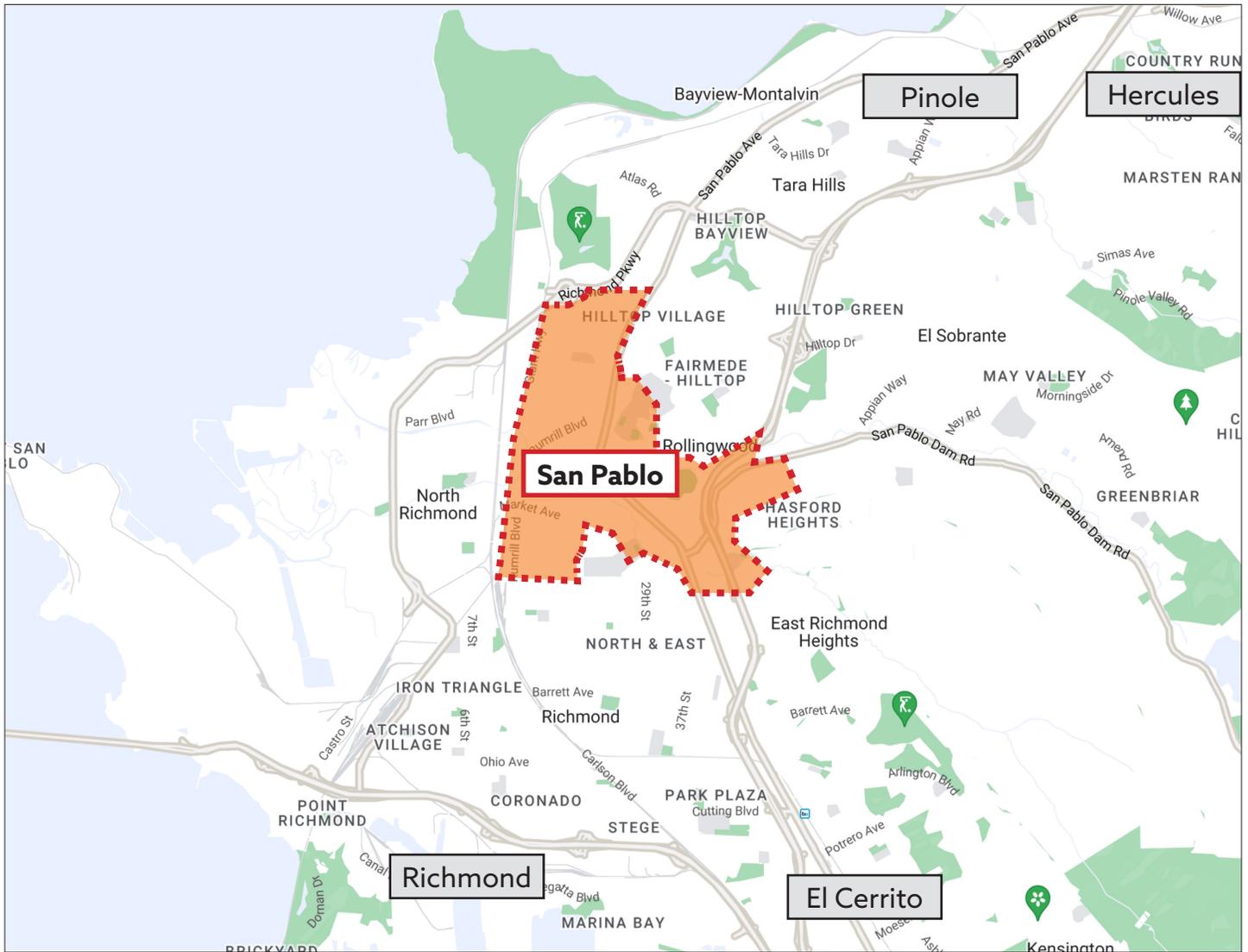
Explore Phase



"EXPLORE" PHASE

The project team developed the Existing Conditions Analysis Report, see Appendix A for the full report. This study was the key deliverable for the "Explore" phase, and created an understanding of the qualitative and quantitative elements of the City of San Pablo that informed the rest of the planning process. Relevant data was organized in a framework of transportation, open space, development, housing, and climate resiliency lenses. This was the foundation on which the rest of the analysis and planning was based.

3.1 LOCATION & CONTEXT



San Pablo is in Contra Costa County, surrounded by City of Richmond to the south, an area of Unincorporated Contra Costa County known as "Rollingwood", and City of Pinole to the north, and located approximately one to two miles east of the San Francisco Bay.

I-80 runs north-south through San Pablo, connecting it to the San Francisco Bay Area metropolitan region by highway. It is served by WestCAT bus to Contra Costa College and AC Transit local bus system. Approximately one mile south of the San Pablo city limit is the Richmond BART station, serving the Red and Orange BART lines. Twelve local AC Transit bus routes serve the City of San Pablo, and connect it to the surrounding cities.

3.2 EXISTING PLAN & POLICY FRAMEWORK

The Existing Conditions Analysis Report considered policy direction, priority, and expectations from the following documents:

- General Plan 2030 (2011) and General Plan 2040 Update (In Progress)
- 2015-23 Housing Element and 2023-31 Housing Element Update (In Progress)
- Contra Costa College Mobility Hub Master Plan (In Progress)
- Rumrill Boulevard Complete Streets Project (In Progress)
- San Pablo Avenue Multimodal Corridor Study (In Progress)
- Bicycle and Pedestrian Corridor Study (2022)
- Safe Routes to School Master Plan (2022)
- MTC Transit-Oriented Communities Policy (2022)
- Affordable Housing Strategy (2020)
- Green Infrastructure Plan (2019)
- Contra Costa County Electric Vehicle Readiness Blueprint (2019)
- Caltrans Climate Change Vulnerability Assessment Summary Report – District 4 (2018)
- Bicycle and Pedestrian Master Plan (2017)
- SCS by Strengthening Public Health Plan (2016)
- Climate Action Plan (2012)
- San Pablo Avenue Specific Plan (2011)

3.3 GROWTH MANAGEMENT AND LONG-RANGE PLANNING

TOD is predicated on the assumption of growth, that new development will occur to infill previous single-use, low density, inefficient uses of land and help complete the urban fabric. This ensures a financially feasible path forward in which the responsibility of the City is to guide development patterns and implementation without bearing the entire cost upon themselves.

San Pablo has a population of almost 31,000 people, with an average density of approximately 11,775 people per square mile. Density is higher on the west side, nearest North Richmond. Per the Contra Costa County 2022 Economic Forecast, almost all indicators show growth: population, employment, and land use values. The county population is expected to grow at a faster rate than the Bay Area during the five-year forecast period, and more homes are expected to be built than in the previous five years. In tandem, real estate values have risen since 2021, which can both attract new development and compound housing insecurity and unaffordability.

San Pablo's 2015-2023 Housing Element and RHNA Update provides San Pablo-specific data on growth. Per the Housing Element, key trends are:

- Relatively modest growth is expected in the overall population over the next 25 years
- Continuing racial and ethnic community diversity
- Relatively high numbers of low-income-earning younger adults
- Increasing number of seniors
- Significant number of families with children and larger households
- A continuing need for affordable housing, a variety of housing types, and affordable rentals.

San Pablo's Growth Management Element (GME) directs sustainable, efficient growth and development. It also provides mechanisms for the city to implement and pay for a range of programs to ensure that public services keep up with growing demand. Important guiding principles that support the San Pablo Sustainable TOD Master Plan include promoting mixed-use, high-density infill and support land use patterns that make efficient use of the transportation system, continued cooperation between San Pablo and other cities and regional agencies to improve transportation systems.

3.4 NEEDS ASSESSMENT SUMMARY

The policy review of San Pablo identified several needs in the community where policy is working towards filling service gaps. The following table summarizes and synthesizes those needs in each of the TOD component categories.

KEY NEEDS IDENTIFIED

T Transportation

- 
Safety
 - Continue to work towards making San Pablo a safe community for cyclists and pedestrians, including by looking for opportunities to implement safe cycling infrastructure along or parallel to corridors

- 
Location
 - Locate new housing close to high-capacity transit
 - Need for vibrant, mixed-use corridor with multimodal transportation options along San Pablo Avenue

- 
Multiple Modes
 - Consider student's need for non-automotive transportation modes to and from school
 - Need to shift transit modes and reduce carbon emissions, as transportation accounts for nearly half of the targeted CO2 reductions by 2035 in the Climate Action Plan

- 
User Experience
 - Cyclists and transit riders need improved facilities and amenities

- 
Sustainability
 - Need to prepare for low or zero-emission ready transportation options"

O Open Space

- 
More Parks
 - New parks and trails are a high priority need across the city

- 
Conserve Land
 - Compact housing development to preserve open space

- 
Better Public Places
 - Significant improvements to streetscape, public spaces, and pedestrian amenities
 - On and off-street corridor improvements to create holistic streetscapes for all user

- 
Well Located
 - Public spaces and amenities adjacent to affordable housing

- 
Connected
 - Parks and public spaces connected by the transportation network
 - Connect open space and schools

- 
Serve All Ages and Abilities
 - Young people and children especially have a higher need for park access

D Development

- 
Improve Process
 - Removing regulatory barriers to housing production is critical to meeting housing needs
 - Eased land use restrictions in order to achieve density on redevelopment sites

- 
Empower Land Owners
 - Utilize development as an opportunity to make streetscape improvements

- 
Maintain
 - Frontage and sidewalk improvements and long-term maintenance plans

KEY NEEDS IDENTIFIED

- 
Use Data
 - Housing market data to understand development feasibility

- 
Sustainable Development
 - TOD projects and development to accomplish green infrastructure goals

- 
Provide for Students
 - Consider needs of students and student housing near Contra Costa College

- 
Locate on Transit Routes
 - Concentrate development around current rapid bus and future BRT bus stops

- 
Prepare for the Future
 - EV charging infrastructure in new development

H Housing

- 
Densify
 - More compact, dense, and mixed-use development and redevelopment to support housing affordability

- 
Affordability
 - A continued need for affordable housing
 - Affordable rental housing

- 
Variety
 - A variety of housing types

- 
Suitable Housing for Diverse People
 - Housing for families with children and larger households
 - Housing suitable and appropriate for all segments of the community including diverse ethnic groups, seniors, and low-income earning young adults
 - Housing suitable and appropriate for all segments of the community including diverse ethnic groups, seniors, and low-income earning young adults

- 
Improve Process
 - Regulatory housing supports in zoning to further affordable housing supply, especially in TOD areas

- 
Locate Near Daily Needs
 - Housing near schools and walkable neighbourhoods may help provide needs in low-income households by alleviating costs incurred for driving children to school

R Climate Resiliency

- 
Prepare for Extreme Weather
 - Drainage improvements for climate resiliency and extreme weather events
 - Address urban heat island effect
 - Address storm surge events

- 
Demonstrate Sustainable Infrastructure
 - Utilize new TOD projects and catalysts as examples of sustainable infrastructure elements, demonstrating implementation and feasibility

- 
Preserve Green Space
 - Maintain and expand open space, trees, stormwater swales, and other permeable spaces as a climate adaptation and mitigation strategy

- 
Emergency Preparedness
 - Contingency plans for climate change-related power supply disruption

3.5 KEY TAKEAWAYS

The Existing Conditions Analysis report provides a set of key takeaways that guides this master plan. These takeaways are the principles used to coordinate transit and development, balance local and longer-distance travel needs, and make the city attractive to visitors, workers, businesses and institutions. Ultimately, TOD can be used as a tool to address issues and needs related to transportation, open space, development, housing, and climate resiliency. It has the potential to draw in funds and increase investment, share maintenance and operations costs between the city and new partners, and provide new housing options that serve locals and newcomers. Refer to the full report for details about each key takeaway.

T Transportation Takeaways

Takeaway 1: Balance Local and Regional Travel

Takeaway 2: Identify and Close Gaps in the Active Transportation Network

Takeaway 3: Improve access to Higher-Order Transit

O Open Space Takeaways

Takeaway 4: Increase the Amount of Parks and Open Space

Takeaway 5: Build Strong Connections to Parks and Open Space

Takeaway 6: Prioritize New Open Spaces near Redevelopment Areas with High Densities

D Development and Housing Takeaways

Takeaway 7: Focus on Priority Development Areas

Takeaway 8: Embrace Local, Regional, and Statewide Housing Trends

Takeaway 9: Provide a Unified Citywide Policy Direction

R Climate Resiliency Takeaways

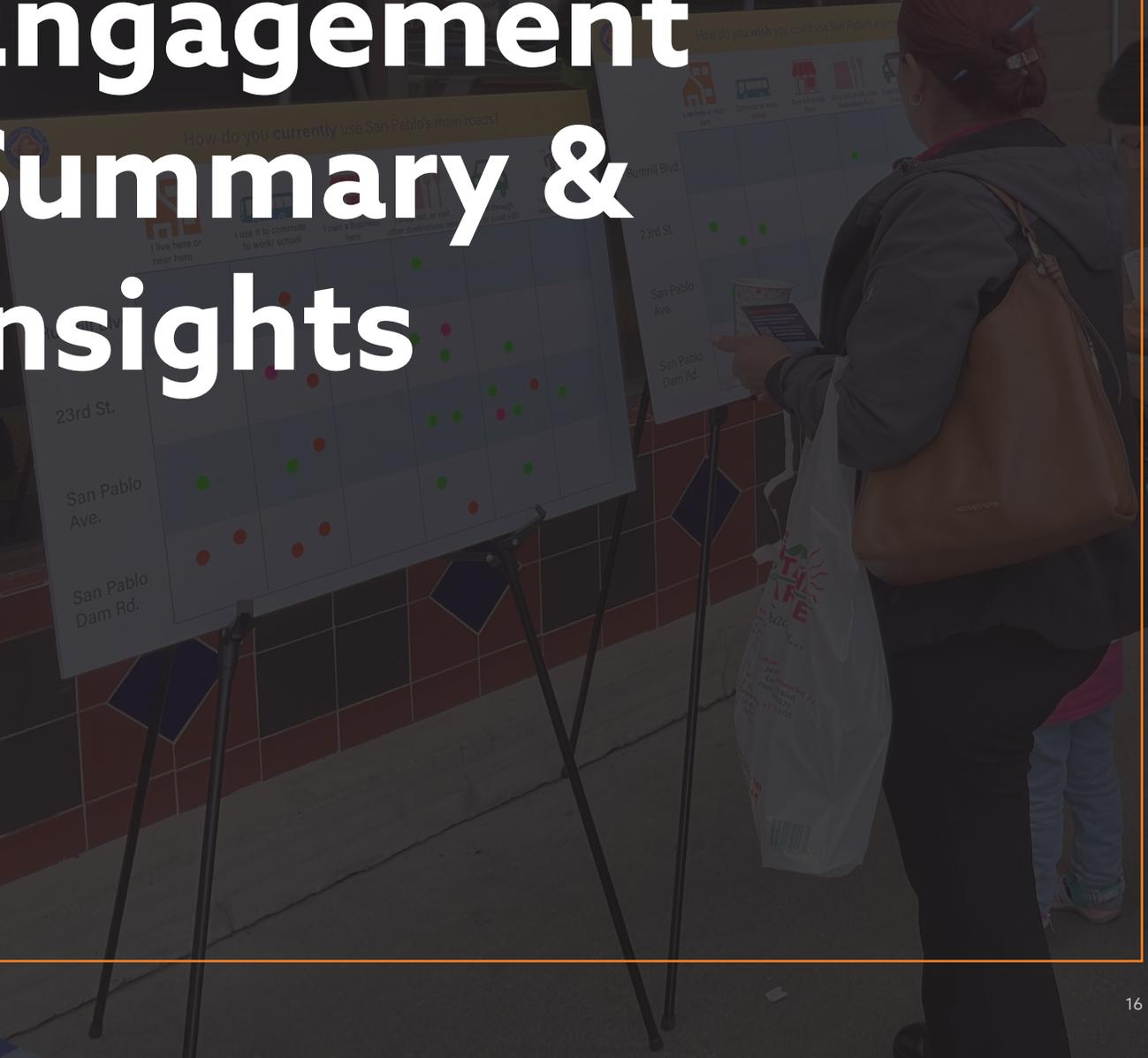
Takeaway 10: Create Sustainability Goals that can be Monitored and Tracked

Takeaway 11: Tap into the Evolving Sustainability Market

Takeaway 12: Intentionally Incorporate Infrastructure Resiliency in Project Work

04

Public Engagement Summary & Insights



4 PUBLIC ENGAGEMENT SUMMARY & INSIGHTS

PUBLIC ENGAGEMENT PROGRAM

In alignment with the project planning phases “Explore,” “Envision,” and “Plan” a three-part public and stakeholder engagement program also took place. Through this process, the public and stakeholders were asked about needs, concerns, and what elements they wanted to see in the plan throughout the plan development.

EXPLORE PHASE

During the “Explore” phase, the project team undertook pop-up events and a survey to gather early inputs.

Pop-Up Events

Three pop-up events were held in November - December 2022. The team asked the San Pablo community how they currently use the main roads in San Pablo, and how they wished they could use each of the roads, using dot-voting. The project team also recorded comments from discussions with members of the public during these pop ups.

High-level Themes

T Transportation

- Overall, **all four streets** covered by the TOD planning effort are used frequently by participants, with participants expressing slightly more use of and desired use of **23rd St. and San Pablo Ave** compared to other streets.
- The strongest differences between the current and desired use of San Pablo’s main streets is that participants want **more recreation opportunities** than are currently offered, and that there is a desire to drive less through these roads in the future.
 - Participants also wanted **more opportunities** to own businesses along 23rd Street and San Pablo Avenue.
- Most people who take **public transportation** use **23rd St. and San Pablo Ave** and **Rumrill Blvd.**
- **Buses are unreliable** and should be more frequent.
- In general, many **streets** in San Pablo are dirty and should be **cleaned more often**.

O Open Space

- There is a strong desire to have **more parks and recreation amenities**, including along San Pablo Ave and 23rd Street.
- **Underpasses** should be **cleaner** to promote walkability, especially near schools.

D Development

- Many community members expressed a desire for **more affordable housing**.
- Many community members desire more **diverse, local, small business** food options (and other businesses in general).



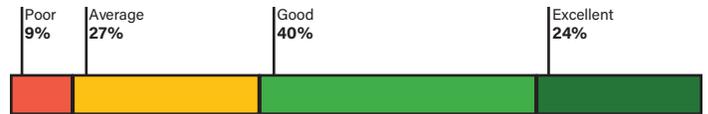
Survey 1

In order to obtain a better understanding of the community's views and opinions of existing transportation in San Pablo, the project team created an online survey that was available to the public from October 19 to December 3, 2023. The survey collected 57 responses from individuals who live or work in San Pablo and its surrounding communities.

Survey Insights - Current Perceptions

Ability to take the bus/train

The majority of respondents rated their ability to take the bus or train as good or excellent.



Ability to walk (complete sidewalks, shade, benches, crosswalks)

The majority of respondents rated their ability to walk as good or excellent.



Services, shop and restaurant options in San Pablo

The majority of respondents rated services, shops, and restaurant options as Average or better, and slightly more than half rated them Good or Excellent.



Public services in San Pablo, such as schools

Respondents generally had positive opinions of public services in the city.



Park Space

Although respondents generally had Average or above Average opinions of park space, 18% rated it Poor or Very Poor. This was among the highest categories to have negative opinions, which suggests that access may be unevenly distributed.



How safe do you feel traveling around San Pablo?

High numbers of survey respondents felt neither safe nor unsafe, unsafe, or very unsafe traveling around San Pablo.



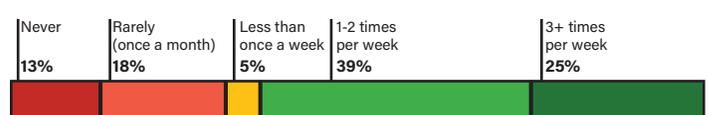
Bus Rapid Transit (BRT) helps buses move faster by replacing one vehicle lane with a dedicated lane for bus and emergency vehicle use. Are you familiar with the Bus Rapid Transit concept for San Pablo Avenue?

Although the majority of respondents were familiar with the BRT concept, over a quarter were not or were unsure.



Given you transportation needs, how frequently would you use Bus Rapid Transit service on San Pablo Avenue between Hilltop and Oakland?

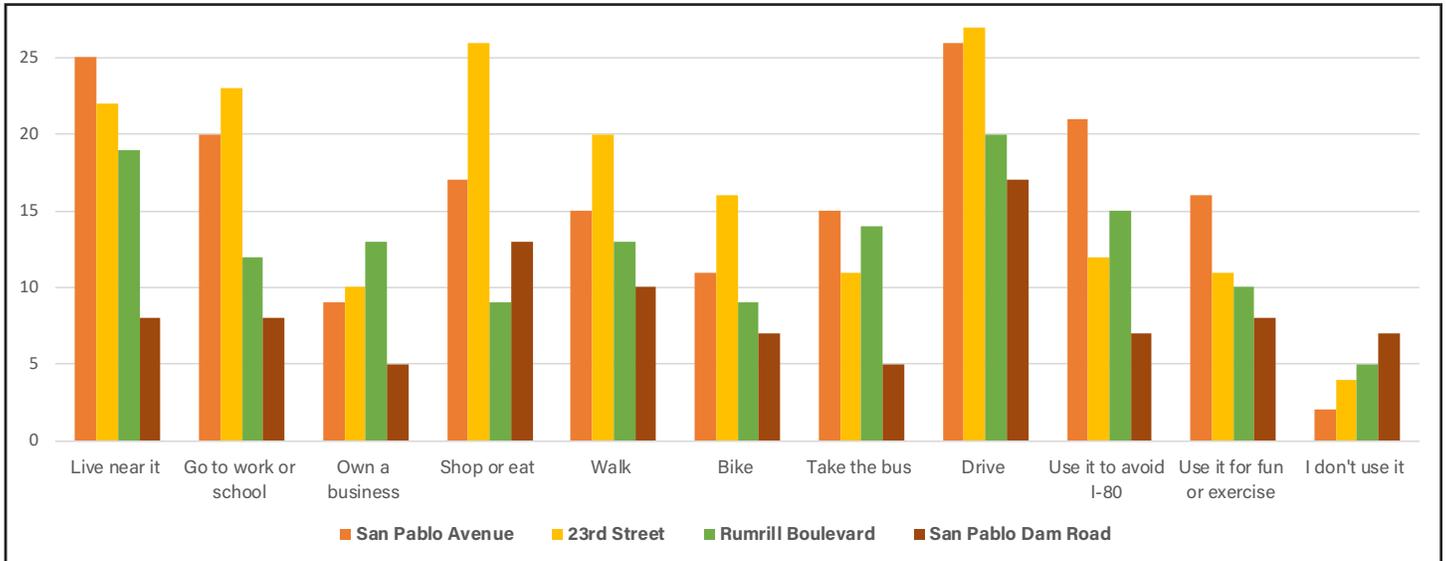
Nearly two-thirds of respondents would use a BRT service on San Pablo Avenue weekly or multiple times per week.



Survey Insights - Main Streets

How do you currently use the following main streets in San Pablo?

The most common use for streets in San Pablo is driving, and the least popular way to get around is taking the bus. In general, 23rd Street is a popular place to work or go to school, shop, eat, walk, bike, and drive. Overall, San Pablo Dam Road and Rumrill Boulevard were the least popular places for working, going to school, shopping, eating, walking, biking, and fun.



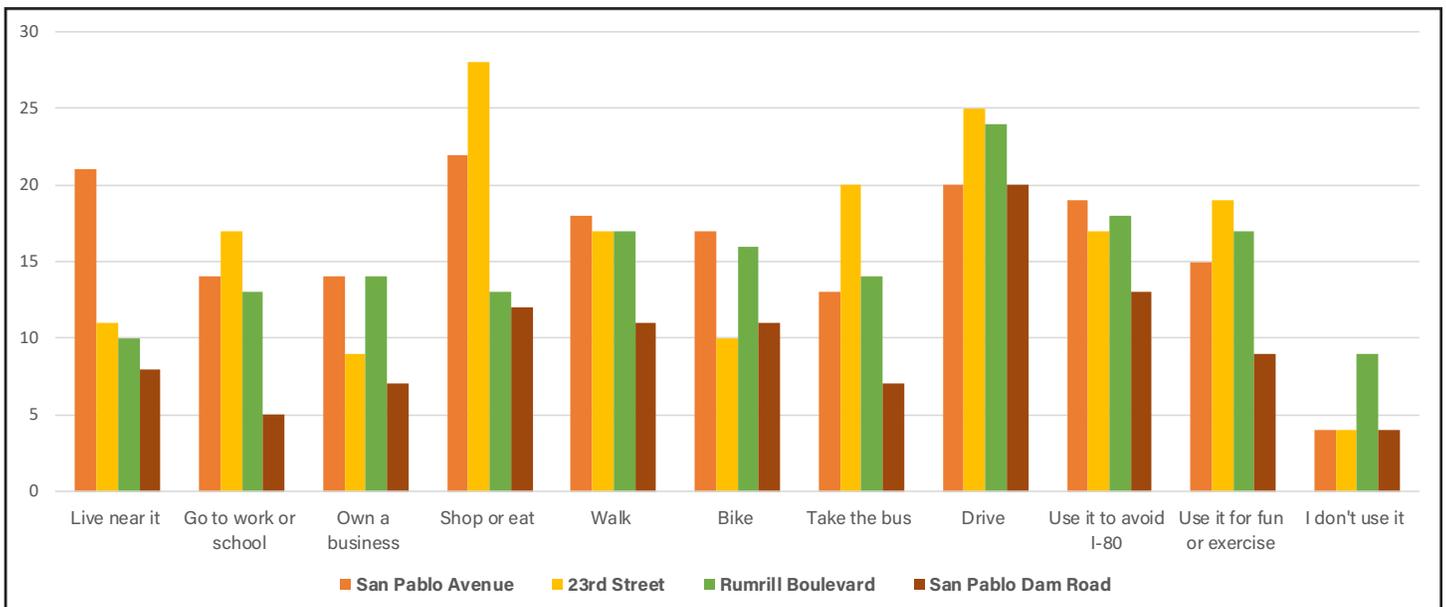
I can get to the following within a 15-minute walk, bike, or bus ride from my home [check all that apply]:

The most accessible destinations within 15 minutes of respondents' homes are grocery stores/supermarkets, restaurants, and work/jobs. People generally travel longer distances to school, medical care, and shopping.



How do you wish you could use the following 4 main streets in San Pablo?

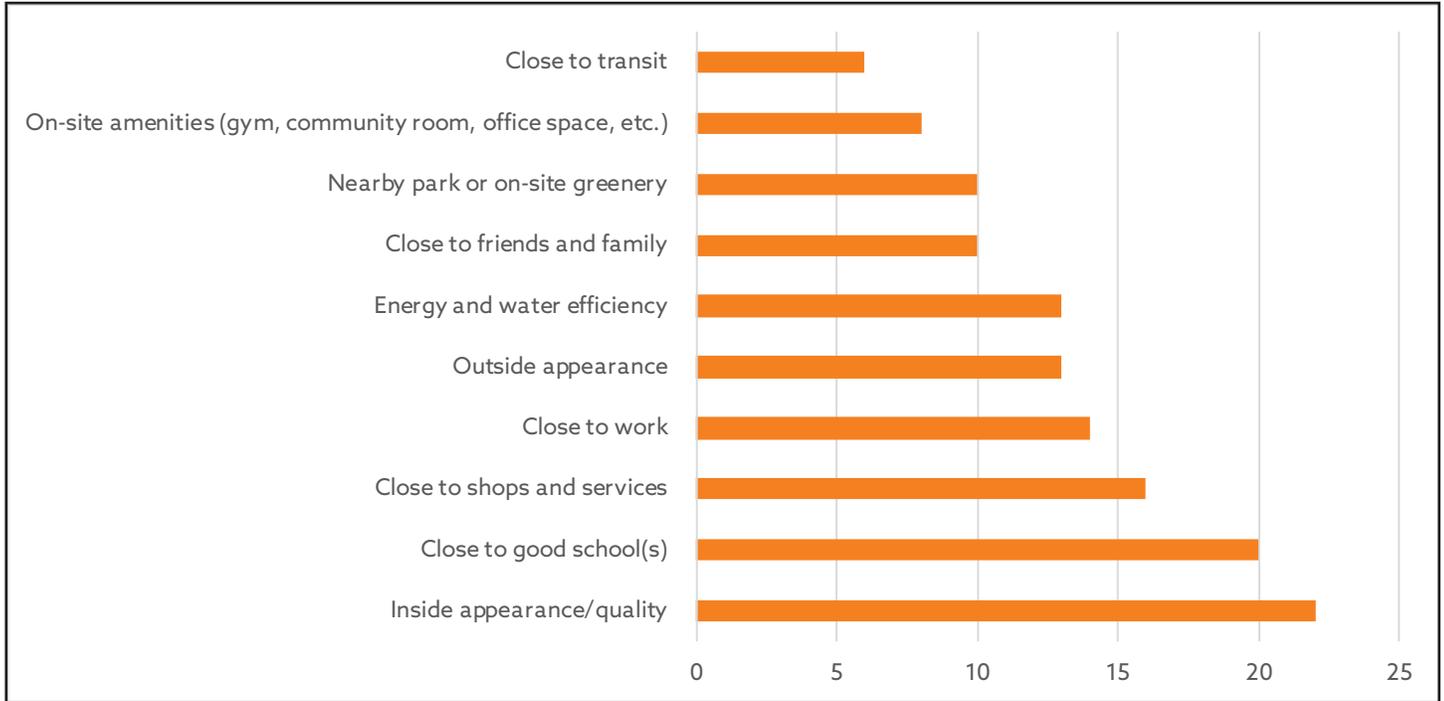
In general, respondents would like to keep the roads in San Pablo primarily for driving, though there is interest in improving the bikability and walkability, particularly on Rumrill Boulevard and San Pablo Avenue. The activity most respondents want to do in San Pablo that they currently don't report highly already participating in is fun and exercise. There is a strong trend of participants who want to live near San Pablo Avenue.



Survey Insights - Main Streets

Other than housing cost and size, if you were looking for a new place to live in San Pablo, what would be most important to you? (select up to 3)

Although the most popular housing-related characteristic for respondents is inside appearance/quality, three of the most popular are proximity to schools, shops/services, and work. work/jobs. People generally travel longer distances to school, medical care, and shopping.



How well do you think San Pablo is prepared for the following natural disasters or environmental threats?

Drought



Wildfire



Earthquake



Air Quality



Flooding



Drinking Water Quality



Heatwave



Power Outages



Overall, respondents felt confident in San Pablo's preparedness for most natural disasters and threads, especially heatwaves, drinking water availability, and earthquakes. However, respondents felt that the city may still be vulnerable or unprepared for air quality events and power outages.

Survey Insights - Livability

How would you rate the overall quality of life in San Pablo?

Greater than three-quarters of respondents rated quality of life in San Pablo as either Good or Excellent.



What is ONE thing that would make San Pablo more livable?

The survey received 33 responses for how to make San Pablo more livable. The top themes were to improve cleanliness, safety, and greening in public places and streets. Transit service and facility improvement was also a recurring theme, as was improved convenience for getting around and accessing services, and traffic calming and flow.

Survey Takeaways

- 

San Pablo Today

Survey respondents had generally neutral or positive views of many aspects of life in San Pablo, such as the ability to travel by bus/train, ability to walk, public services such as schools and parks.
- 

Future Improvements

The areas that most needed improvement according to survey respondents were the ability to bike, access to park space, and safety while traveling.
- 

Compact Community

Survey respondents wanted to live in closer proximity to shopping/services, schools, and work. This suggests that denser development in San Pablo connected by safe travel options would help people to meet their needs.
- 

Urban Resiliency

Many of the climate resiliency concerns reported (air quality, power outages) can be addressed through new low-impact development and green infrastructure investment.
- 

Public Spaces and Services

Many of the open-ended comments provided by survey respondents mentioned clean and green public spaces, and resources to support people experiencing homelessness.
- 

Mobility

Though driving will remain a priority transit mode for most, there is a desire to be able to safely and efficiently move around San Pablo's main streets by bike and transit.

ENVISION PHASE

The “Envision” phase occurred during spring 2022. This was the most intensive engagement period, and it included community charrettes, pop-up events, and listening sessions with stakeholders.

Charrettes

The project team held two community charrettes — participatory design exercises. These included sharing information with the public including an overview presentation of the TOD Plan components in progress, and discussion and crowdsourcing of actions to improve transportation, housing, development, open space, and resilience. The design portion had participants lay out their ideal streetscapes along San Pablo’s main corridors and current street typologies (San Pablo Ave., Market Ave., and Rumrill Boulevard). Additionally, participants were asked to vote on which actions to prioritize. Below are elements and outcomes from the charrette activity that community members wanted to see in San Pablo.



T Transportation

- A **connected, robust, and safe bike transportation system**
- A **safe pedestrian network**, including safer crosswalks and **traffic calming measures**
- **Better parking management** (e.g. preventing cars from parking in bike lanes and sidewalks) to facilitate biking and walking
- Narrower traffic lanes are desirable to allow for wider pedestrian zones.
- Buses and bikes could share a lane if it meant prioritizing buses.
- Bike lanes could be raised to sidewalk level for greater bike safety.
- Prioritizing rapid bus lanes on streets is desirable.
- Bike lanes on streets are desirable, with a priority for separated bike lanes.

O Open Space

- Prioritize **parks as destinations**
- **Better maintenance of parks and trails** to support use of open space
- **Structures and spaces for children** to play
- Measures to address **flooding** on smaller streets and Old Town
- Amenities including café seating, street furniture, and bike racks help make large streets such as San Pablo Avenue more livable and attractive.

D Development

- More **affordable, mixed-use housing**, including on vacant lots

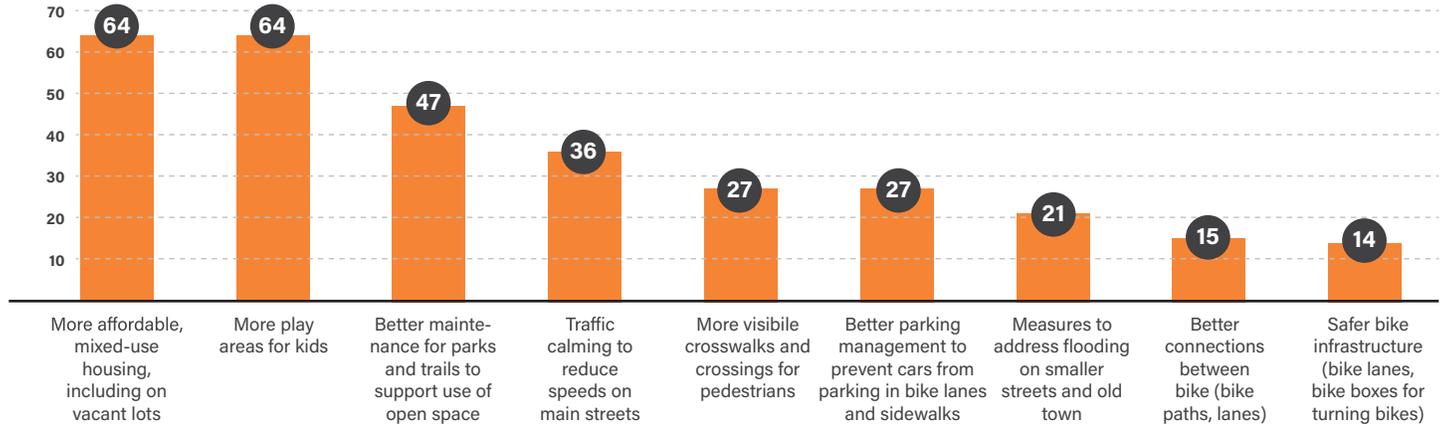
Pop-Up Events

The project team completed three pop-up events during the “Envision” phase of the project. During these, the project team took high level themes below from the charrettes and gauged community priorities through a dot voting exercise, in which participants had three dot stickers to place next to their top priorities. Themes are listed by community priority in order of highest priority to lowest priority, with numbers of votes included for each action.

The project team held two additional pop-ups, at which the project team presented updated “Transportation,” “Open Space,” and “Development” draft maps of improvement opportunities within the Priority Areas, and solicited some feedback on these maps. The team also asked participants what amenities they wanted within a 5 minute walk from a transit stop.



Community Priorities
Dot-Voting Results



Overall, the community pop-ups indicated that the community wants to see more community amenities and uses, and better maintenance of the already-existing ones in San Pablo. This includes affordable housing, play areas, parks and trails. Locating these services in a compact area would improve accessibility to them, as would improving pedestrian safety and connectivity.

Listening Sessions

The project team conducted 6 listening sessions with stakeholder groups from March-May 2023. The team met with groups representing housing organizations, public agencies, bicycle groups, environmental organizations, and high school students. During each listening session, participants were asked questions about the TOD Plan vision and scope; the strengths, needs, challenges, and opportunities for the Plan; and priorities for actions in San Pablo.

Needs for amenities, activities, and improvements are identified below and in the chart to the right.

Listening Session Opportunities Identified for San Pablo's TOD Areas



Listening Session Outcomes

T Transportation

Transportation connectivity to other areas from San Pablo is key

- New bike infrastructure should connect to Richmond, El Sobrante
- The City should coordinate with transportation agencies to ensure that bus schedules and routes align with needs of San Pablo
- Improve ability to take bikes on public transit , including secure bike parking near transit

Green spaces need more bike and pedestrian connections

Traffic causes safety issues

- Traffic on major streets is fast moving, drivers often run lights or don't stop for pedestrians
- There is a need to reduce traffic speeds, even with some pedestrian crossings
- There needs to be more safe pedestrian crossings

O Open Space

Creek trails need to be made safer

- There is currently illicit activity occurring on some creek trails which prevents people from feeling comfortable using them

Lighting needs improvement

- Many parts of San Pablo, including creek trails, would feel safer if they were lit

Public spaces need better maintenance

- Many creek-side trails are littered and have unhoused populations
- Streets are littered
- Cars often park illegally on the sidewalk and in bike lanes – there needs to be better parking enforcement to improve walkability and bikeability

Streets need beautification and visual enhancements

- Major streets would benefit from green space enhancements and placemaking
- Public art and urban character could improve open spaces

D Development

Locate public transportation near public housing and high-density housing

- Housing should serve low-income populations, often seniors and people with disabilities
- There are lots of opportunities for new development to promote alternative transportation use (through provision of transit passes, funds for bus stop improvements, shared parking, and more)

Survey

In July 2023, a survey was launched to gather feedback on the drafted TOD Vision and Priority Area Analysis for San Pablo.

Survey Outcomes

Overall, the top three elements that respondents wanted to see in the TOD Priority Areas were all the same: Streetscape Improvements, Safer Pedestrian and Bike Zones, and More Walkable Destinations. After those, beautification was also indicated as a priority for each district, and a mix of other measures was also expressed across the Priority Areas.



In addition to inputs on the specific priority areas, residents were also asked about the elements of the TOD Vision for San Pablo, which are further outlined in the next section. The following priorities and ideas were identified.

TOD VISION ELEMENT



PRIORITIES & IDEAS

- Open outdoor space (parks, playgrounds, plazas)
- Civic Services (library, community center, school)
- Cafes and Restaurants
- Traffic Calming
- Bike lanes that connect to a greater network
- Pedestrian priority with wide sidewalks and safe crossings
- Smooth traffic flow
- Shops and services close together
- Regular, reliable transit service

PLAN PHASE

The “Plan” phase occurred in January 2024. This included circulating the draft Sustainable Transit-Oriented Master Plan and Executive Summary to the public and stakeholders for final review.

Stakeholder Open Office Hours

A two hour “Open Office Hours” session, staffed by City of San Pablo planning staff and planning consultant staff, was held for Stakeholders to drop-in and have an interactive question and answer period, as well as to provide direct feedback to the project team. It was attended by community stakeholders.

Overall insights from the plan was that it demonstrates a positive direction for the City of San Pablo. Feedback themes were that San Pablo may have additional opportunities for partnerships with surrounding municipalities and programs that they should consider.

Public Review Period

The draft Sustainable Transit-Oriented Development Master Plan and Executive Summary were posted online for public response in January 2024.

05

Envision Phase



5 “ENVISION PHASE”

This phase accomplished two goals of the San Pablo Sustainable TOD Master Plan. It identified TOD Priority Areas, and it set the vision for the future of San Pablo as a transit-oriented community. The TOD Vision & priority Areas Report is the key deliverable of the “Envision” phase of the plan development, and provides a clear picture of the transportation, open space, and development opportunities throughout San Pablo as well as in specific districts, blocks, nodes, and corridors.

PRIORITY AREAS

The Priority Areas were identified based on inputs from San Pablo’s existing policy direction, engagement with the public and stakeholders, and analysis of the current and future plans and opportunities. Priority Areas were chosen because they are central, serviced by transit, and encompass areas already identified for planning and urban design improvements. They are also contiguous, which can support a strong, interconnected TOD core.

Core TOD Priority Areas

Four Priority Areas were identified and are referred to as the Core Districts, each with their own character and uses. They are concentrated, connected, and closest to San Pablo Avenue—the primary TOD corridor in the city. The districts work together to build a complete transit-oriented community. These Core Districts are:

- 23rd Street District
- Central District
- Civic District
- Regional Commercial District

Outlying Corridors

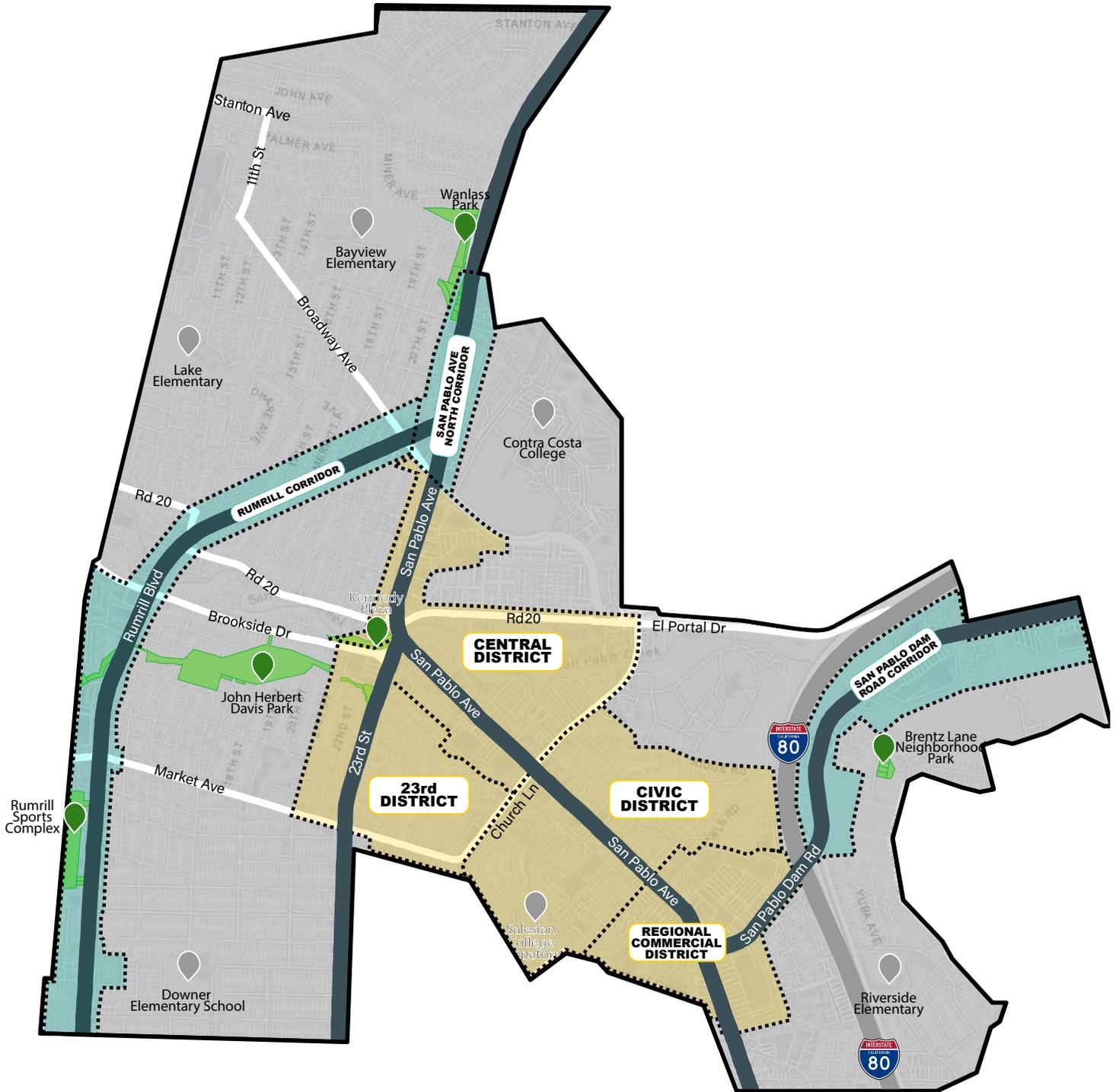
Three Outlying Corridors are also identified. They are additional key areas with important TOD considerations and opportunities to create a supportive network, but do not have all the elements and functions of the Priority Areas. These Outlying Corridors are:

- San Pablo Ave Corridor North
- Rumrill Boulevard Corridor
- San Pablo Dam Road Corridor

City-Wide

The rest of San Pablo will consider opportunities for transit-oriented development and community amenities as new plans and opportunities unfold. There is no current priority within the outlying areas of the city, but the methodology used in the TOD Priority Area Analysis can be applied to any part of the city as needed. Areas within the rest of the city-wide area are not excluded from improvement projects, and can still be targeted for successful revitalizations.

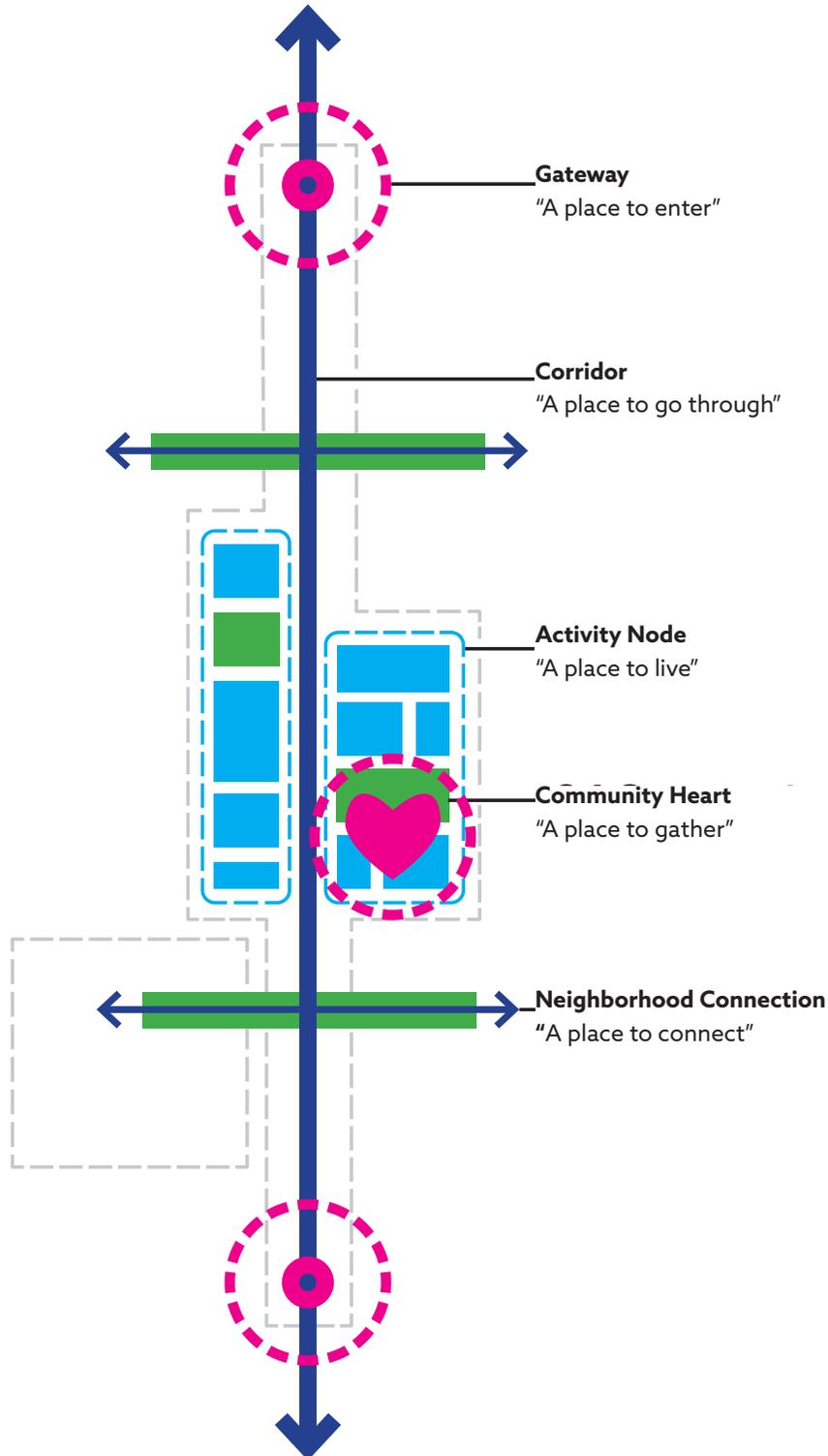
-  Core TOD Priority Areas
-  Outlying Corridors



Priority Area Map

TOD Vision

The overall vision for the San Pablo Sustainable TOD Master Plan is to establish Priority Areas that have the highest possible potential to support TOD. Each focus area will contain the key components to ensure long term success: a gateway, a corridor, an activity node, a community heart, and neighborhood connections.



Priority Area Component Diagram

COMPONENT	LOOK, FEEL, AND FUNCTION	IMPLEMENTATION MEASURES
<p>Gateway "A place to enter"</p> 	<ul style="list-style-type: none"> • Typically an intersection or transition • Where people arrive from different modes (transit, driving, walking, cycling) 	<ul style="list-style-type: none"> • Entrances/Arrival Features • Wayfinding • Public Art and Placemaking • Multi-modal Transportation • Enhanced Transit Stations
<p>Corridor "A place to go through"</p> 	<ul style="list-style-type: none"> • Main streets (or potential future Main Streets) • Routes for transit, walking, cycling, cars • Has active frontages such as shops and services • Includes public space (sidewalks, setbacks) 	<ul style="list-style-type: none"> • Sense of Place • Wayfinding • Sustainable Transportation • Public Realm Improvements
<p>Activity Node "A place to live"</p> 	<ul style="list-style-type: none"> • Buildings and open space near transit • Community assets • Plazas, patios, parks • Housing • Places of business, shops and services 	<ul style="list-style-type: none"> • Active Transportation • Open Space Enhancements • Mixed Use Development • Housing • Local Resiliency Measures
<p>Community Heart "A place to gather"</p> 	<ul style="list-style-type: none"> • Confluence of multiple corridors or paths • Meeting or gathering place • Most connected and convenient • Destination/attraction 	<ul style="list-style-type: none"> • Sense of Place • Street Connectivity • Local Resiliency measures • Public Realm Improvements • Accessible to all ages and abilities
<p>Neighborhood Connection "A place to connect"</p> 	<ul style="list-style-type: none"> • Wider area connecting where people live to the rest of the city's network • A residential road that connects to a main street or major arterial road 	<ul style="list-style-type: none"> • Street Connectivity • Trails, Paths, Greenways • Safe transitions between different modes of transit and different types of transit infrastructure

TOD Priority Area Analysis

As a basis for identifying opportunities and strategies to implement sustainable and equitable TOD in San Pablo, the components of the TOD Vision were identified at a fine-grained scale in each of the TOD Priority Areas. This helped to create maps to guide TOD recommendations that are responsive to the unique contexts and conditions of each area, and create a plan that is respectful to the existing character and opportunities in each distinct neighborhood. The maps below show the current existing conditions in each of the TOD Priority Areas, with the TOD components overlaid on top to show where the vision can be brought to life.

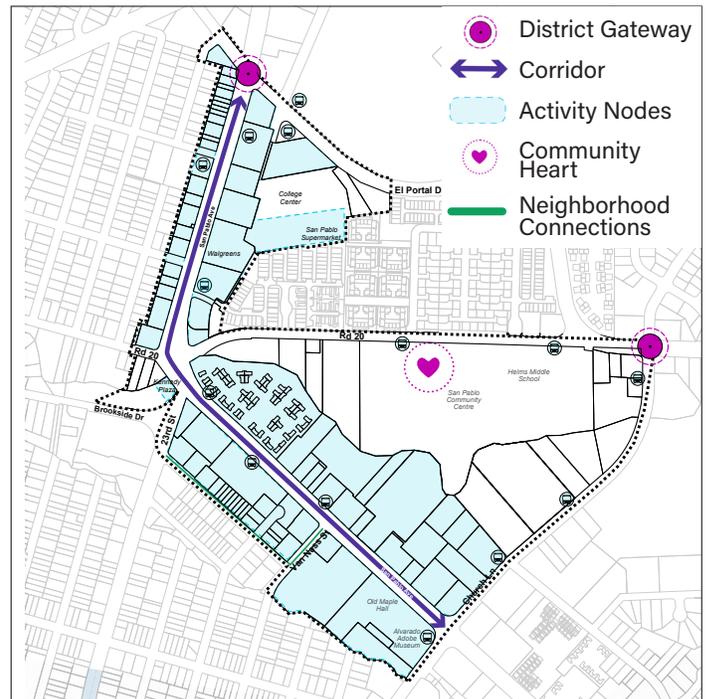
23rd Street District Analysis

The boundaries of the 23rd Street District include 23rd Street from San Pablo Avenue to Market Street, and the surrounding neighborhood. Though there are opportunities to improve, connect, and expand each TOD component, there is a strong foundation in the existing urban fabric and development pattern of this district. The established street grid network provides good circulation and neighborhood connections within the district, connecting residential areas to activity nodes, community hearts, and transit services in the Outlying Corridor of San Pablo Avenue to the North.



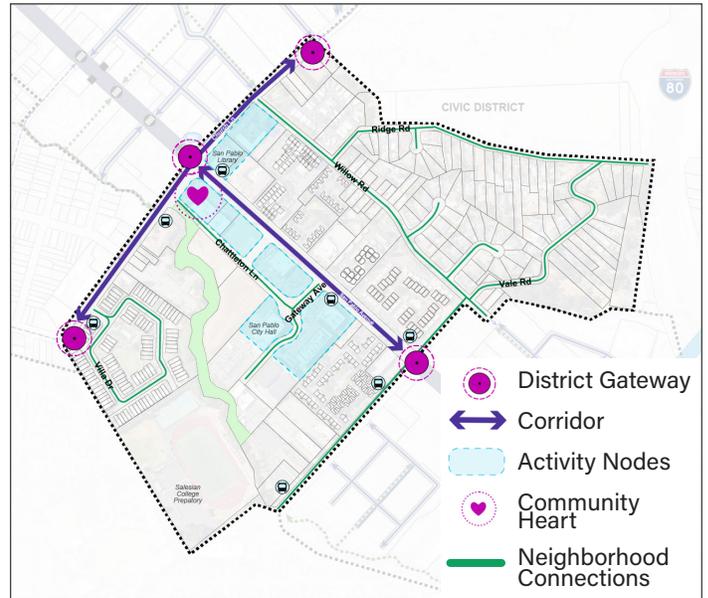
Central District

The Central District relies mainly on San Pablo Avenue for TOD components, which leaves a disconnect between the community heart and the commercial corridor. San Pablo Avenue offers potential for infill redevelopment, but the greatest opportunities are large-scale redevelopment planning efforts to sensitively convert the extensive mobile home neighborhoods to other mixed uses and densities. The residential neighborhood and affordable housing stock should not be lost, but rather better integrated into a more complete community design.



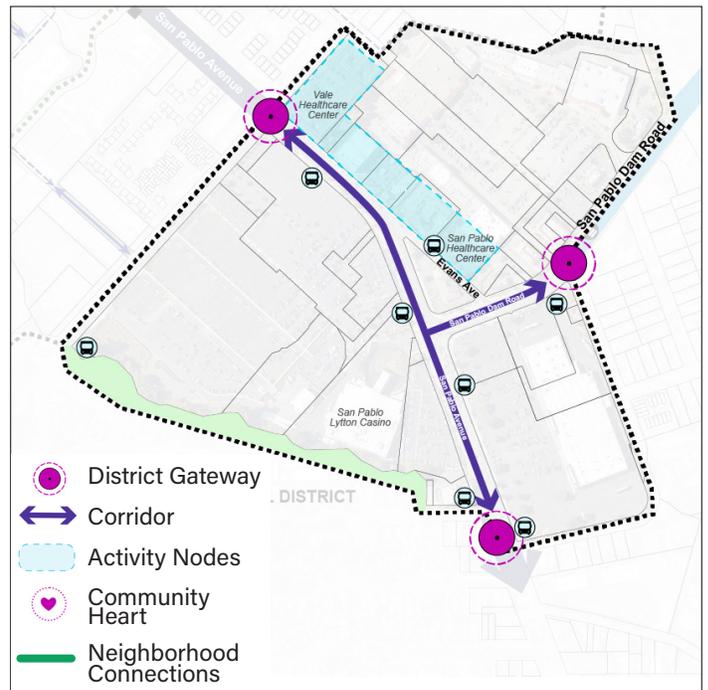
Civic District

The Civic District is a widespread area with a concentrated core mainly between San Pablo Avenue and Wildcat Creek. The primary civic centers are located here, including San Pablo City Hall, the San Pablo Library, and the future site of the San Pablo Police Department Headquarters. These are in close proximity to the transit services along San Pablo Avenue and connected with existing pedestrian paths and linkages.



Regional Commercial District

The Regional Commercial District is primarily made up of the Towne Center Shopping Plaza, which is oriented toward motorists. It is a destination and attraction for local residents and people from around the region for retail and service needs. It is closest to Interstate 80, and acts as the gateway for the entire San Pablo TOD core. Per city policy, the Regional Commercial District will be redeveloped as a future "Towne Center" and is envisioned to become a pedestrian-friendly retail and entertainment district.



06

TOD Strategy



3 T+O+D RECOMMENDATIONS

3.1 RECOMMENDATIONS FRAMEWORK

To create a suite of effective policy recommendations, the project team considered the project inputs, as well as the opportunities identified in the Priority Area analysis. Two key types of recommendations are described: policy recommendations and physical recommendations.



Policy recommendations are mainly implemented by updating City of San Pablo plans, ordinances, and incentive programs to encourage specific outcomes. These may be tied to general standards, corridor improvements, transit operations, development approvals, or other municipal-policy level actions. They are oriented towards city-wide or priority area-wide geographical scopes. Policy recommendations also include partnerships and agreements that further TOD objectives through co-benefits with public and private stakeholders and authorities.



Physical improvement recommendations are specific and place-based. They recommend City departments, or private landowners, to make proactive, direct improvements to achieve a higher quality public realm along TOD areas. They are primarily directed towards the TOD Priority Areas. Refer to the Streetscape Toolkit document for detailed examples, precedent images, and approaches that demonstrate many of the recommendations outlined in this report.

3.2 EQUITY LENSES

In addition to the policy and physical recommendations, it is critical to approach the plan with an equity lens. Although equity encompasses a wide range of considerations, in this application, the lenses used to evaluate or enhance the policy recommendations are focused on "Housing" and "Climate Resiliency." These are two major elements of addressing inequality within the community, and these two lenses are directly tied to future financial resources through the California Housing Consortium Transit-Oriented Development Housing Program and Caltrans Climate Adaptation Planning Grant. Further equity-based policy analysis may be undertaken at a future stage of planning to ensure a just distribution of benefits, broad access to services and resources, and evaluate other equity indicators.

Housing Equity

The California Department of Housing and Community Development's Housing Element Building Blocks indicates that housing is critical to achieving a number of community goals including economic development, climate action (by building homes near transit), improved health and safety, and community building. It is clear that not only the provision of housing, but also its location in transit-served areas with access to jobs, amenities, and services is key to meeting community needs.

The TOD Vision & Priority Area Analysis outlines considerations for housing:

- Housing costs and accessibility for existing and new community members.
- How demographics change over time and populations are served by the amenities in their community.
- How and where people live in relation to where they work, shop, play, and eat.

In order to plan for housing equity in the TOD Priority Areas and across the city, decision makers must understand the current conditions, including gathering and analyzing housing data, set appropriate and feasible targets and goals, and measure outcomes. The 2015-2023 Housing Element and future update is the foundational document for this. The San Pablo Sustainable Transit-Oriented Development Master Plan aims to support and reinforce the objectives and principles of the Housing Element.

Per the Housing Element 2023 Draft, San Pablo's Broad Housing Goals include:

- Housing Supply and Choice
- Affordable Housing and Housing Security
- Equal Access to Housing
- Neighborhood Quality
- Energy Conservation and Waste Reduction
- Local Government Capacity

The Sustainable TOD Master Plan can help achieve these goals and implement supporting policies by prioritizing and clustering housing catalyst projects in areas slated for improvements and redevelopment that will be served by transit. The opportunities and policy recommendations highlighted in this report target new housing, with support for programs and policies that include affordable housing options, within TOD Priority Areas, linking transit service and housing at the land use planning stage. The recommendations also highlight opportunities to fast-track new housing stock to promote lower-cost, predictable and secure housing stock in the near-term and create stability in the development market.

Climate Resiliency

Urban resiliency is the capacity for communities to prepare for, endure, and recover from shocks and stresses. Shocks and stresses include primarily environmental and climate occurrences, but economic and social phenomena are also considered. Shocks are acute, immediate emergencies, such as an earthquake or storm. A stress is a long-term, chronic issue that may include complex and compounding variables including climate change, housing crisis, or urban air quality, for example. Shocks and stresses impact different segments of the community differently, but tend to more heavily burden low income, persons of color, and disenfranchised populations. Equitable TOD can address many overlapping and intersecting resiliency concerns.

The TOD Vision & Priority Area Analysis outlines TOD as Climate Adaptation considerations that are considered for each of the policy recommendations:

- Reducing reliance on carbon emitting transportation modes and moving towards net-zero emissions
- Economic resilience against unpredictable fuel costs
- Containing sprawl, reducing air pollution, mitigating urban heat island effect, and overall health and lifestyle quality
- Community preparedness and ability to recover from climate shocks and stresses including extreme weather events

The Sustainable TOD Master Plan can help to create a climate-resilient community in San Pablo by facilitating low-carbon transportation options, efficient land use, and ecological restoration all within the compact TOD Priority Area. Specifically, the recommendations will support San Pablo's Climate Action Plan Strategy TLU 1.1 (Transportation and Land Use Objective). Per the plan, this strategy would encompass 60% of objective carbon reduction by reducing vehicle miles traveled by 25%.

RECOMMENDATIONS – TRANSPORTATION

Note: Reference # refers to "Transportation Recommendation #" for cross-referencing with the Prioritization Matrix and Implementation Plan in other sections of this report.

REF # ACTION OR INITIATIVE

Update existing plans to support TOD initiatives.

T-1 Bike Ped Plan Alignment
 Ensure that any new and completed facilities identified in this TOD Plan are included in any future versions of the city's bike and pedestrian master plan, Bicycle and Pedestrian Corridor Study, and circulation element updates.

 *Climate Resiliency Lens: Inventorying, tracking, and improving pedestrian and cyclist facilities to encourage mode shift away from carbon emitting transportation modes.*

T-2 Parking Assessment
 Conduct parking studies and surveys to evaluate our parking minimums and explore ways the City may be able to reduce parking minimums.

 *Climate Resiliency Lens: De-emphasizing individual car ownership encourages a shift to lower carbon emissions transportation modes.*

T-3 5-Year Paving Plan
 Review the existing 5-year paving plan for streets identified in this TOD Plan, the Bicycle and Pedestrian Master Plan, or other City and regional transportation plans, and ensure that planned bicycle, pedestrian, and transit improvements are included in repaving. Prioritize projects with a bike, pedestrian, and transit focus in the 5-year paving plan.

 *Climate Resiliency Lens: De-emphasizing individual car ownership encourages a shift to lower carbon emissions transportation modes.*

Implement a Complete Streets Policy in TOD Priority Areas.

T-4 Complete Streets Policy
 Continue implementing policy C-I-2 of the General Plan 2030 to include "Complete Streets" considerations in the design of all circulation improvement projects, and to remain in conformance with MTC's TOC policies. Integrate recommendations from the Streetscape Toolkit to support these efforts.

Enhance and enable the role of developers to make TOD improvements on redevelopment sites.

T-5 Require New Development Improvements
 Require new development projects to improve adjacent sidewalk and trail facilities when they are developed, and to provide pedestrian and bicycle connections to their site.

REF # ACTION OR INITIATIVE

T-6 Incentivize Cyclist Facilities in New Development

Initiate programs to offer incentives for new developments in the TOD Priority Area for provision of secure bike parking, cyclist-friendly entrances and exits, bike repair hubs, showers and locker rooms in new residential and employment developments. Continue to implement cyclist facilities as outlined in the policy recommendations supported by the Bicycle and Pedestrian Master Plan (2017) and explore improving the zoning ordinance to help incentivize cycling facilities.

 *Climate Resiliency Lens: By increasing convenience of cycling, the City will move towards its goal of decreasing Vehicle Miles Traveled by 3%.*

Establish partnerships to coordinate efforts and advance TOD.

T-7 San Pablo Dam Road Partnership

Coordinate with El Sobrante and Contra Costa County to improve safe bicycle connections along San Pablo Dam Road east into unincorporated Contra Costa County.

T-8 Richmond Transportation Partnership

Partner with the City of Richmond to ensure interjurisdictional bicycle, pedestrian, ride share, and transit connections between the two cities, particularly San Pablo residents to the Richmond BART Station.

 *Climate Resiliency Lens: By improving safe access to the BART network, San Pablo residents can be served by regional rail system and rely less on highway commuting, reducing traffic volumes.*

T-9 County Transportation Partnership

Partner with unincorporated Contra Costa County to ensure bicycle, pedestrian, and transit connections between San Pablo and unincorporated Contra Costa County, including the census-designated places of Rollingwood and North Richmond.

T-10 Safe Routes to Schools Alignment

Partner with the Contra Costa Health's Safe Routes to Schools program to fund and complete safety projects around San Pablo Schools, consistent with the City's 2022 Safe Routes to Schools Plan.

T-11 Contra Costa College Partnership

Partner with Contra Costa College to implement the Contra Costa College Mobility Hub Master Plan, improving transit, bicycle, and pedestrian access to the campus.

T-12 AC Transit + WestCat Partnerships

Partner with the Alameda County Transportation Commission (ACTC), AC Transit, and Contra Costa Transportation Authority (CCTA), and WestCat Transit to ensure that future high-quality rapid bus and Bus Rapid Transit Service extends north through San Pablo.

 *Housing Lens: Report out on new development, housing, and population concentrated along transit corridors to support advocacy for transit improvements in San Pablo, serving new residents.*

 *Climate Resiliency Lens: Reliable, rapid, and high frequency bus service is an effective mechanism in providing cost-stable and low-carbon transportation options for residents.*

Transportation - Physical Opportunities

The key physical recommendations are shown on Figure 1 below, identified as opportunities within the four TOD Priority Areas.

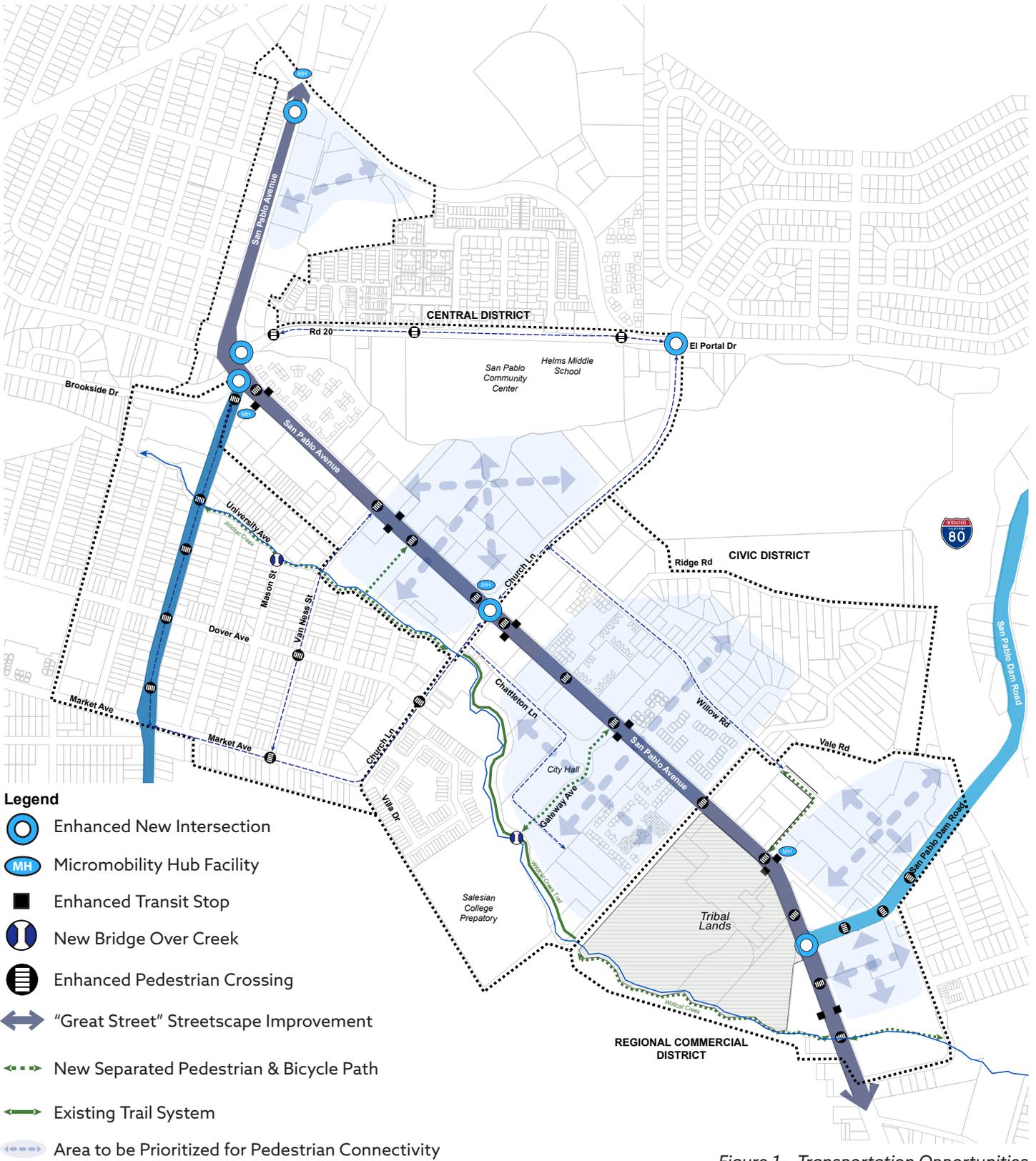


Figure 1 - Transportation Opportunities

REF # ACTION OR INITIATIVE

T-13 Improve Pedestrian Crossings at Intersections

Improve pedestrian crossings at key intersections, as indicated in Figure 1. Improvements include implementing pedestrian crossing safety tactics such as high-visibility designated pedestrian crossings, curb extensions and bulb-outs, ADA curb ramps, and traffic signals.

T-14 Enhance Transit Stops

Work with AC Transit to enhance transit stops at key destinations or interchange locations as indicated on Figure 1. Enhanced transit stops should provide amenities such as shelters, benches, pedestrian scale lighting, waste receptacles, clear signage, and wayfinding. Advanced Traveler Information Systems (ATIS) that provide real-time digital transit signage should be prioritized at enhanced transit stops to allow riders to know bus wait times and offer a more user-friendly experience. Additionally, transit stop enhancements should meet ADA accessibility requirements and align with ADA Accessible Ground Transportation goals and objectives.

T-15 Make 23rd St A Main Street

Implement "Main Street" streetscape improvements on 23rd Street. This includes supporting flexible curb uses such as food truck zones, parklets, patios, and activation for social use into the evening. Refer to the Streetscape Toolkit "Main Street" Typology for full details about Main Street design tactics.

T-16 Complete the San Pablo Avenue Bridge Replacement Project

Redesign key intersections of main roads or gateways as indicated in Figure 1. Enhanced intersection tactics include lighting, pedestrian and cyclist furnishings, wayfinding, safety enhancements including traffic signals or beacons, and ADA curb ramps. Placemaking to create a sense of place is also encouraged, including integration of public art. Specific consideration should be given at San Pablo Ave and Road 20, including Kennedy Plaza. Consider the students at Helms Middle School in the intersection redesign to support the Safe Routes to School Master Plan. As the City plans to improve Kennedy Plaza as an initiative of the 23rd Street Specific Plan, pedestrian and cyclist access via the intersections across San Pablo Ave and 23rd Street should include bulb-outs to shorten crossings, clearly visible crossing markings that may double as placemaking elements, and delineated protected cyclist zones and signals.

T-17 Provide Micromobility Hubs

Introduce micromobility hubs adjacent to key transit stops, as indicated in Figure 1. Micromobility hub tactics include dedicated space for bikes and e-bikes, scooters and e-scooters, and e-cargo bikes, available for people visiting the casino or shopping in the commercial area.

T-18 Improve and Complete Regional Trail Network

Building on the success of the Wildcat Creek Restoration and Greenway Trail Project from Vale Road to Church Lane, undertake new sections of the existing or proposed trail network as indicated in Figure 2 in order to further the completion of this regional trail network.

T-19 Continue Implementing Existing Plans

Continue implementing the San Pablo Avenue Specific Plan (SP-2). This includes expanded and enhanced sidewalks, transit priority, a landscaped median, and protected active transit lanes.

T-20 Build A Pedestrian/Cyclist Bridge over Wildcat Creek

As part of future efforts to expand the Wildcat Creek Trail from Church Lane to 23rd Street, explore the potential/necessity of building a pedestrian & bicycle bridge to continue the trail from University Avenue to Mason Street south of the creek.

T-21 Create a Fine-Grained Street Network by Breaking Up Large Blocks

In the event of redevelopment, break up expanses with connections in the form of a finer-grained street network to connect main streets and destinations.

RECOMMENDATIONS – OPEN SPACES

Note: Reference # refers to “Open Spaces Recommendation #” for cross-referencing with the Prioritization Matrix and Implementation Plan in other sections of this report.

REF # ACTION OR INITIATIVE

Update existing plans to support TOD initiatives.

O-1 Expand Parkland Dedication

Review, update, and expand the City’s park fee and land dedication requirements, incentivizing or requiring public and private space in new development, and ensuring that new multi-family and non-residential development is contributing to the City’s open space network. This may be achieved by a future Parks and Recreation Master Plan.



Climate Resiliency Lens: A network of open spaces throughout the city, even small ones, provides flood protection by offering permeable surfaces to absorb water and avoid stormwater runoff.

O-2 Specific Plan Open Space Designations

Review and update the San Pablo Specific Plan and 23rd Street Specific Plan Open Spaces and Parks (potential and existing) designations, integrating updated potential locations and a network of interconnected greenways between them, using the TOD Priority Areas as catalysts and priority sites for park development.



Climate Resiliency Lens: Incorporating planned open spaces allows for intentional, organized hierarchy of neighborhood, linear, and destination parks, and allows the city to set and achieve goals for park access, such as how many residents live within a 5 or 10 minute walk of a park.

Enhance and enable the role of developers and land owners to offer new or improved open spaces on and between redevelopment sites.

O-3 Provide Creek Access

Review any new development adjacent to Wildcat Creek or San Pablo Creek for opportunities to provide public access and connections to existing and future trail systems along the creeks, with creek access incorporated into the site design and provided by the developer as an integrated part of site development.



Climate Resiliency Lens: Access to shaded, riparian trail systems provides a free public space that is cooled in summer, allowing safe ways to experience health benefits of outdoor activity year-round and helping to mitigate urban heat island effect through the city center.

REF # ACTION OR INITIATIVE

Establish partnerships to coordinate efforts and advance the open space network in TOD areas.

O-4 Bay Trail Partnerships

Coordinate with and support efforts by MTC to complete Wildcat Creek Trail as a spur of the regional Bay Trail. Specifically, work with the City of Richmond and unincorporated Contra Costa County and Flood District - as well as adjacent landowners - to close a key gap in Wildcat Creek Trail west of Rumrill Boulevard and across the Amtrak and freight rail line that is north of Market Avenue.



Climate Resiliency Lens: The renaturalization of the creek not only provides a recreational or commuter trail, but will reintroduce ecosystem functions that serve as flood protection during storm events and high creek water level run offs, which will reduce risk for adjacent property owners.

O-5 EBRP Partnership

Work with East Bay Regional Parks and City of Richmond to provide bicycle and pedestrian connections into Wildcat Canyon Regional Park at Alvarado Canyon. Coordinate this effort with MTC plans to extend the Bay Trail/ Wildcat Creek Trail east into East Bay Regional Parks.



Climate Resiliency Lens: Active transportation access to regional parks plays an important role in building cycling skills for children and adults, providing confidence for cycling for other transportation needs in their daily lives. It is also a convenient and low-carbon travel alternative to outdoor recreation areas with limited parking options.

O-6 Trail Maintenance

Coordinate with the Contra Costa Flood Control District to maintain and improve trails along creeks and flood canals.



Climate Resiliency Lens: Creeks are important recreation and natural hazard infrastructure, and play an important role in protecting developed areas from flood hazards. A healthy riparian ecosystem has the capacity to absorb high water levels, and the trails may temporarily be closed to the public during storm events to act as a flood plain, allowing the city to potentially avoid or reduce the need for expensive and uncertain engineered flood mitigation and defense as flood risk increases in the future.

O-7 School Joint Access Agreement

Explore formalizing and extending joint access agreements with West Contra Costa Unified School District, and establishing agreements with Contra Costa College, and other outdoor school facilities for mutual access to City Parks and schools during designated hours.

REF # ACTION OR INITIATIVE

Open Spaces - Physical Opportunities

The key spatial recommendations are shown on Figure 2 below, identified as opportunities within the four TOD Priority Areas.

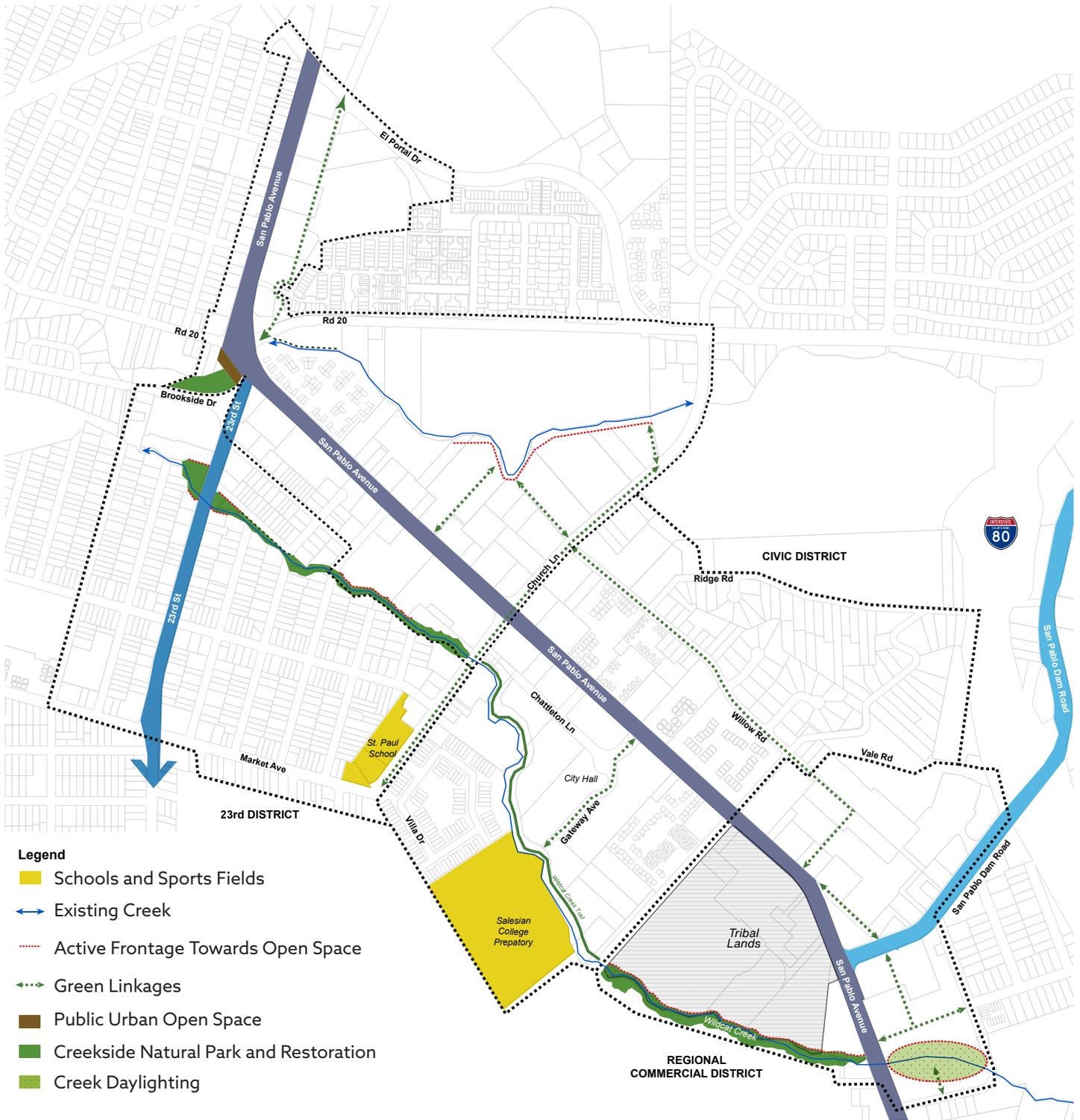


Figure 2 - Open Space Opportunities

REF #	ACTION OR INITIATIVE
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O-8	Utilize Schoolgrounds
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	Explore opportunities to utilize schoolgrounds and sports fields for a greater variety of active and passive uses by the community throughout the day including children's play areas, public walking loop, pedestrian and cyclist amenities, and other activities to provide co-benefits to the surrounding community.
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O-9	Activate Open Space Frontages
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	Activate the frontages and interface between open and urban space along Wild Cat Creek and San Pablo Creek. This can be achieved by supporting vibrant and active uses facing onto the creek including patios and small pavilions that may be used for indoor/outdoor events, spill-out seating, parklets, roll-back garage doors in commercial spaces. The trail and open space network frontages may include enhanced wayfinding and trail markings, attractive gateway and fencing features, and pedestrian amenities including lighting and seating.
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O-10	Designate New Park Space
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	Building on the work set forth in the San Pablo General Plan, continue to designate and build out new urban park space. At the time of redevelopment of large blocks, include sufficient park space to serve new and existing residents, located adjacent to the future green pedestrian linkage.
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O-11	Renaturalize Wildcat Creek and San Pablo Creek
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	As indicated in Figure 2, undertake riparian restoration projects along Wildcat Creek and San Pablo Creek, building on the work already undertaken as part of the Wildcat Creek Restoration & Greenway Trail Project.
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O-12	Build New Urban Open Spaces
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	Build new public urban open spaces where central lots permit, dispersed in opportune areas adjacent to main streets, with active interface to surrounding buildings. These new urban open spaces should be accessible and visible from the street, and have places to sit, relax, and interact. Amenities should include benches and/or seating with shade trees, plantings and/or public art for visual interest, and flexible space for events and activations.
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O-13	Connect Key Destinations and Break up Large Blocks With Green Linkages
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	Introduce green linkages to Wildcat Creek, San Pablo Creek, and surrounding streets. At the time of redevelopment of large sites, including strip malls and shopping centres, introduce green linkages within the street network where they connect destinations and transit stops. Green Linkages are pedestrian and cyclist pathways that are enhanced with landscape areas, trees, stormwater management and bio-retention, transit access, and low-impact, energy-efficient materials and amenities.
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	<i>Refer to the EPA document "Green Streets" or Caltrans document "Performance Measures for Complete, Green Streets" as guides for green linkages.</i>
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O-14	Daylight Underground Segment of Wildcat Creek
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	Daylight Wildcat Creek between San Pablo Avenue and Contra Costa Ave.
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RECOMMENDATIONS – DEVELOPMENT

Note: Reference # refers to "Development Recommendation #" for cross-referencing with the Prioritization Matrix and Implementation Plan in other sections of this report.

REF # ACTION OR INITIATIVE

Update existing plans to support TOD initiatives.

D-1 Apply and Adjust Zoning Ordinance

Continue to administer the intensification allowed by zoning along San Pablo Avenue and 23rd Avenue, where high-intensity mixed-use development is allowed including dense multi-family residential. Complete the Rumrill Boulevard Master Plan and begin implementation.



Housing Lens: High density mixed-use sites will require a context-specific, responsive program of housing sizes, types, tenures, and levels of affordability, as well as community-oriented retail and services. Introducing new, higher-density housing forms along transit corridors will help meet San Pablo's target of 800 new homes by 2031, and offer a greater range of affordability for residents.

D-2 Transit-Oriented Communities Policy for Density and Parking

MTC's Transit-Oriented Communities policy sets minimum development densities (50-75 du/acre) and parking requirements (0 parking minimum, 1.0/unit parking maximums) in TOD areas. Note that this policy is designed for bus rapid transit (BRT) areas, which does not service San Pablo. In the preparation for future BRT service, and to attract development that would provide ridership to support a BRT line, these requirements should be considered aspirational objectives and applied where feasible, focusing on the four priority areas of this TOD Master Plan.



Housing Lens: Tying housing development density to transit lines builds in long-term transit ridership and promotes Transportation Demand Management from the initial land use planning stage. New housing on existing transit lines, where BRT can feasibly be upgraded, demonstrates preparedness for future rapid, reliable transit to service residents and support a ridership base.

D-3 Housing Element Coordination

Make the Opportunity Sites identified in the San Pablo Housing Element 2023 Update the highest priority catalyst sites within the TOD Priority Areas.



Housing Lens: The TOD Priority Areas are ideal locations to implement the updated 2023 Housing Element policies, and help to address two of the greatest household cost burdens at the same time - housing and transportation costs.

Align with Regional Transit-Oriented Community Efforts.

D-4 Transit-Oriented Communities Policy for Affordable Housing

Work to ensure that the City adopts sufficient policies for affordable housing production, preservation, and protection consistent with the regional Transit-Oriented Communities policy.

D-5 Objective Design Standards

Create objective standards for multi-family housing consistent with the state Housing Accountability Act; if necessary utilize existing templates available from MTC and HCD.

REF # ACTION OR INITIATIVE

Enhance and enable the role of developers and landowners to make improvements to development sites and built form.

D-6 Define and Encourage New Connections Through Large Blocks

As part of creation of objective design standards or as a revision to requirements in existing zoning districts, encourage new development projects to provide publicly-accessible connections through the site at least every 400-600 feet along existing street frontages.

D-7 Encourage Consolidated Parking Off of Lowest-Level Road

Reinforce frontage design standards by encouraging that parking is accessed off of the lowest level road where possible. Encourage use of compact, structured parking where feasible.

D-8 Encourage Manufactured Builds

In support of the 2023 Housing Element Update, encourage pre-fabrication, modular homes, or other technical innovations that would allow lower-cost, faster-build construction technologies. Ensure that the use of these technologies does not conflict with code enforcement and inspections, and provide guidelines to developers using these strategies.



Housing Lens: Innovations in manufactured housing allow for expedited, cost-effective, and attractive construction methods that pass affordability on to the end users, and fast-track new housing units.

Establish partnerships to coordinate efforts and advance development in TOD areas.

D-9 Contra Costa College Partnership

In support of Housing Element 2023 Update Policy 1-7, collaborate with Contra Costa College to support and encourage housing on or near campus oriented towards students and/or staff. Consider rezoning around Contra Costa College to allow multiple units in homes including duplexes and suites, rented to the student population or workers at the college.



Housing Lens: Student housing in mixed-use centers near campuses provides a natural walkable community and draws in a younger demographic.

D-10 Property Owner Coordination

Continue to support the work of the Economic Development Corporation to hold regular meetings with major property owners in the TOD priority areas to highlight transit-oriented development potential and partnership opportunities for their sites. Over time, these meetings may evolve into working groups such as a Retail Steering Committee, and gain momentum for a Business Improvement District.

Prioritize development application review and reduce barriers during the redevelopment process for sites within TOD Priority Areas.

D-11 Facilitate Catalyst Projects

Select catalyst projects within the TOD Priority Areas, pulled from the development opportunities highlighted in Figure 3 with a unified landowner, and when a redevelopment application is submitted, prioritize working together with that developer to create a TOD supportive plan.

D-12 Encourage Land Assemblies

Offer density bonuses and priority processing, among other incentives, for developers to consolidate lots and develop large, comprehensive lots in favor of a series of small, disjointed lots, especially along main corridors and transit lines. As outlined in the Housing Element Update Program 1-E, the City may act as a facilitator for lot consolidations, providing information and maps, targeted outreach to landowners of high potential sites, and offering fee reductions for assemblies.

Preserve existing and create new affordable housing.

D-13 Tenant Assistance

On redevelopable sites with existing tenants (e.g., mobile home sites), encourage developers to offer a tenant assistance program beyond the minimum Tenant Protections Act, which may include offerings including additional tenant information sessions at early stages, appointment of a tenant assistance coordinator contact, and provision of tenant relocation funds to cover moving expenses.



Housing Lens: Strong tenant protection, beyond deed-restricted affordable units, will help avoid gentrification and displacement of lower income households. Particularly in mobile home parks, special programs administered by landowners at the time of redevelopment will provide security, predictability, and stability for renters or leaseholders, ensuring minimal disruption and long-term housing solutions.

D-14 Inclusionary and Incentive Zoning

Review the City of San Pablo's Inclusionary & Incentive Zoning policies, and consider increasing bonuses and affordable requirements in transit corridors and TOD Priority Areas.



Housing: Inclusionary units are an important measure for avoiding gentrification in new development and ensuring long-term mixed-income communities.

D-15 Homelessness Working Group

Establish a committee or working group to review the City's Low-Income Housing Fund, supplementary grants and state programs, and explore partnerships with Contra Costa Health's *Health, Housing & Homeless Services* on-going programs. Establish a path forward for homelessness prevention and rapid rehousing on publicly owned sites. Reach out to people experiencing homelessness for input on their needs. Consider the relationship between the policies outlined in the Housing Element 2023 Update and the TOD Priority Areas.



Housing: Inclusionary units are an important measure for avoiding gentrification in new development and ensuring long-term mixed-income communities.

Development - Physical Opportunities

The key physical recommendations are shown on Figure 3 below, identified as opportunities within the four TOD Priority Areas.

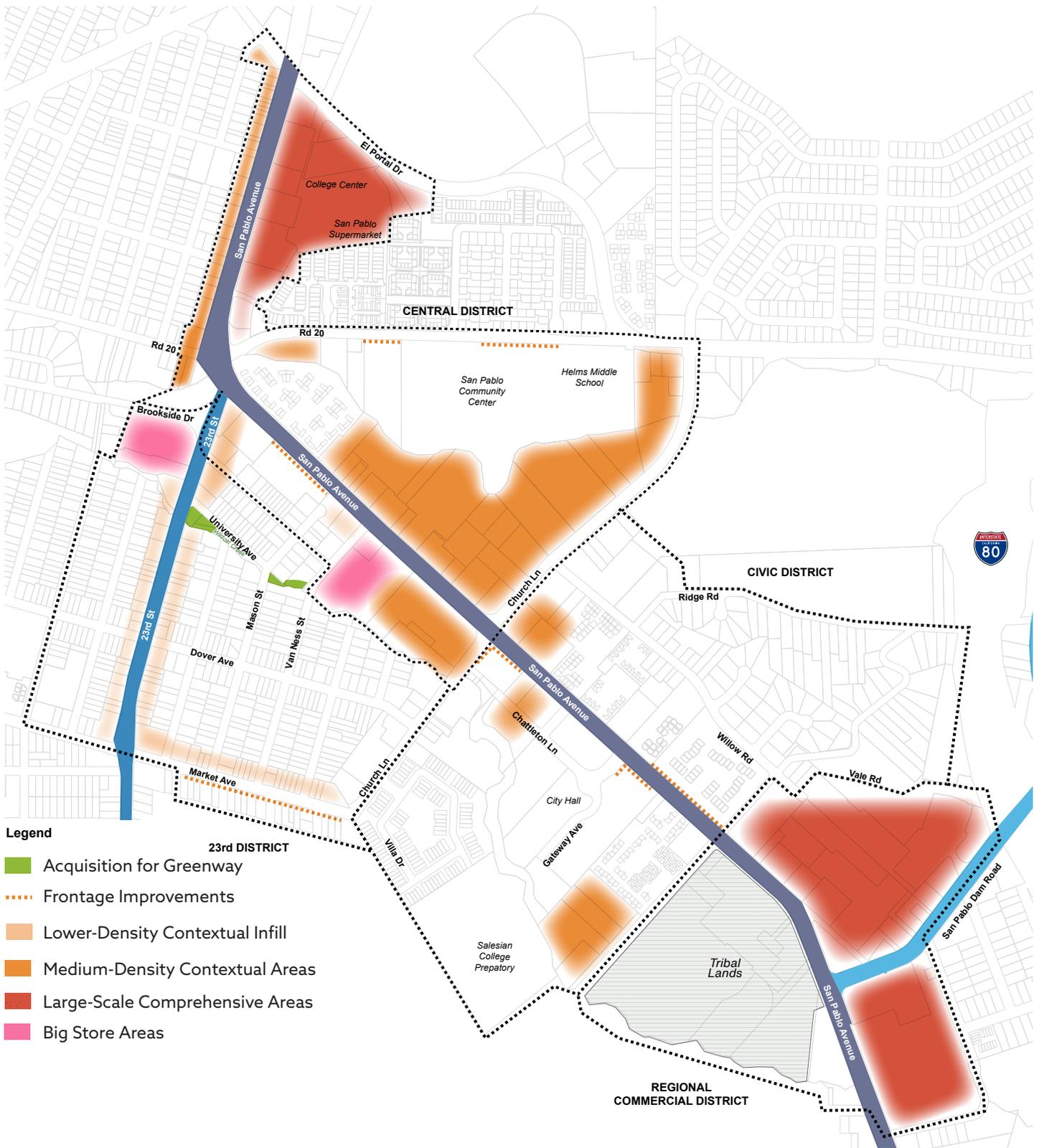


Figure 3 – Development Physical Opportunities

REF # ACTION OR INITIATIVE

D-16 Revitalize Main Streets and Corridors Through Infill Development
 Introduce and encourage low-density, small-scale redevelopment and revitalization along Main Streets and corridors through individual site infill.

D-17 Implement Frontage Improvements
 Encourage the realignment of Main Streets, particularly at clusters of retail, to provide a more pedestrian-friendly atmosphere. This may include addressing blank walls, deep setbacks, or street-facing surface parking lots and incorporating activations, screening, or flexible frontage zone treatments.

D-18 Towne Center Design Guidelines
 Bring buildings closer to the street, with minimal setbacks from pedestrian paths to create main street frontages and develop large parking lots

D-19 Redevelop Large Blocks with Mid-Density Development
 Redevelop large, impermeable sites as indicated in Figure 3 “Big Store” as comprehensive, mixed use sites with medium to high density.

D-20 Comprehensively Redevelop Shopping Centers
 Use Food Max Plaza and San Pablo Towne Center as catalyst projects for high density, mixed use, transit-serviced TOD development at the time that the landowners show interest in redevelopment, working closely with the developer to achieve community goals through the redesign.

PRIORITIZATION MATRIX

CRITERIA

Each of the policy & physical recommendations listed in the prior section are evaluated along the following criteria to determine the priority level. A number of variables are measured including the cost and available funding sources, responsible party, timeframe, and level of impact.



Cost: Measured in orders of magnitude, the cost and timeframe are directly related. Projects within the tens of thousands, hundreds of thousands, or above are rated in \$, \$\$, and \$\$\$ values correspondingly.



Timeframe: The timeframe considers the length of time it will take to complete a project, not necessarily the short or long-term timeframe horizon for San Pablo's future planning. Shorter length projects or immediately actionable pilot projects may be initiated sooner as catalyst projects, on a case-by-case basis, with higher-ranking priority projects with easier implementation scheduled first. Long-term, years-long projects often actions requiring coordination from multiple stakeholders, a phased approach or pilot project study to test a program, or require a significant master planning component with a long-term build out.



Impact Scale: Scale is indicated at the "Local" level (site), "District" (Priority Area, neighborhood, corridor), or "City-Wide." Projects that are contained to one site may be easier to implement as early catalyst projects, whereas network and station area scaled projects may require TOD framework and policy support before it is feasible to approach them. Scalability is also a factor to consider for the scale of impact, as some site-specific measures are replicable in similar conditions across the district or city.

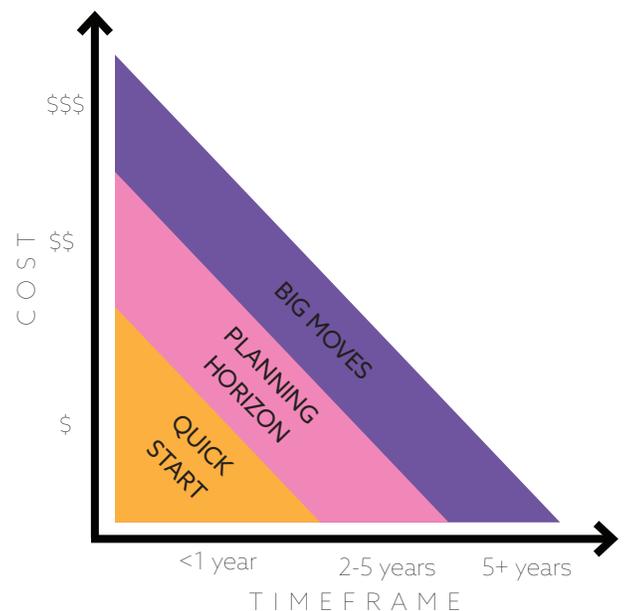
PRIORITY LEVEL

These three criteria produce a Priority Level that rates policies and projects in categories of Quick Start, Planning Horizon, or Big Moves.

Quick Starts are specific, contextual, and responsive to the unique characteristics and conditions in each of the districts. They can include experiments, pilot projects, small grants, activations and events. Their impacts are felt immediately, and can have bigger results than their small budgets and time frames might suggest.

Planning Horizon projects typically follow typical municipal processes – no expedited or extensive special considerations are needed. They include development applications, policy updates, data analysis and reporting, but with iterative innovations and improvements over time to continually implement better projects and programs.

Big Moves work together to establish consistency and continuity throughout the city, and define a "San Pablo" TOD look and feel. They have the highest cost and timeframe needs, and will likely require their own dedicated plan for the site-specific or policy-specific area, whether that's a master plan or a new policy program.



RECOMMENDATIONS	COST	TIMEFRAME	IMPACT SCALE	PRIORITY LEVEL
	\$	<1 YEAR	CITY-WIDE	
	\$\$	2-5 YEARS	DISTRICT	
	\$\$\$	5+ YEARS	LOCAL	

T Transportation

Policy Recommendations

T-1	Bike Ped Plan Alignment	\$	<1 Year	City-Wide	 Quick Start
T-2	Parking Assessment	\$	<1 Year	City-Wide	 Quick Start
T-3	5-Year Paving Plan	\$\$	2-5 years	City-wide	 Planning Horizon
T-4	Complete Streets Policy	\$\$	2-5 Years	City-Wide	 Planning Horizon
T-5	Require New Development Improvements	\$	2-5 Years	City-Wide	 Quick Start
T-6	Incentivize Cyclist Facilities in New Development	\$	2-5 Years	City-Wide	 Quick Start
T-7	San Pablo Dam Road Partnership	\$\$	2-5 Years	District	 Planning Horizon
T-8	Richmond Transportation Partnership	\$\$	2-5 Years	District	 Planning Horizon
T-9	County Transportation Partnership	\$\$	2-5 Years	Local	 Planning Horizon
T-10	Safe Routes to Schools Alignment	\$\$	2-5 Years	City-Wide	 Planning Horizon
T-11	Contra Costa College Partnership	\$\$	1-5 Years	Local	 Planning Horizon
T-12	AC Transit + WestCat Partnerships	\$\$	5+ Years	City-Wide	 Big Move

Physical Recommendations

T-13	Improve Pedestrian Crossings at Intersections	\$\$	1-5 Years	Local	 Quick Start
T-14	Enhance Transit Stops	\$\$	1-5 Years	Local	 Quick Start
T-15	Make 23rd a Main Street	\$\$	1-5 Years	District	 Planning Horizon
T-16	Complete the San Pablo Avenue Bridge Replacement Project	\$\$	1-5 Years	Local	 Planning Horizon
T-17	Provide Micromobility Hubs	\$\$	1-5 Years	Local	 Planning Horizon
T-18	Improve and Complete Regional Trail Network	\$\$	1-5 Years	District	 Planning Horizon
T-19	Continue Implementing Existing Plans	\$\$	1-5 Years	District	 Planning Horizon
T-20	Build Bridges over Wildcat Creek	\$\$\$	1-5 Years	Local	 Big Move
T-21	Create a Fine-Grained Street Network by Breaking Up Large Blocks	\$\$\$	5+ Years	District	 Big Move

RECOMMENDATIONS	COST	TIMEFRAME	IMPACT SCALE	PRIORITY LEVEL
	\$	<1 YEAR	CITY-WIDE	
	\$\$	2-5 YEARS	DISTRICT	
	\$\$\$	5+ YEARS	LOCAL	

Open Space

Policy Recommendations

O-1 Expand Parkland Dedication	\$	<1 Year	City-Wide	● Quick Start
O-2 Specific Plan Open Space Designations	\$	<1 Year	District	● Quick Start
O-3 Provide Creek Access	\$	1-5 Year	City-Wide	● Planning Horizon
O-4 Bay Trail Partnership	\$\$	1-5 Years	District	● Planning Horizon
O-5 EBRP Partnerships	\$\$	1-5 Years	District	● Planning Horizon
O-6 Trail Maintenance	\$\$	1-5 Years	City-Wide	● Planning Horizon
O-7 School Joint Access Agreement	\$	<1 Year	City-Wide	● Quick Start

Physical Recommendations

O-8 Utilize Schoolgrounds	\$	<1 Year	City-Wide	● Quick Start
O-9 Activate Open Space Frontages	\$\$	1-5 Years	District	● Quick Start
O-10 Designate New Park Space	\$	<1 Year	Local	● Quick Start
O-11 Renaturalize Wildcat Creek and San Pablo Creek	\$\$	1-5 Years	District	● Planning Horizon
O-12 Build New Urban Open Spaces	\$\$	1-5 Years	Local	● Planning Horizon
O-15 Connect Key Destinations and Break up Large Blocks With Green Linkages	\$\$\$	5+ Years	District	● Big Move
O-16 Daylight Underground Segment of Wildcat Creek	\$\$\$	1-5 Years	District	● Planning Horizon

RECOMMENDATIONS	COST	TIMEFRAME	IMPACT SCALE	PRIORITY LEVEL
	\$	<1 YEAR	CITY-WIDE	
	\$\$	2-5 YEARS	DISTRICT	
	\$\$\$	5+ YEARS	LOCAL	

D Development

Policy Recommendations

D-1 Apply and Adjust Zoning Ordinance	\$\$	1-5 Years	City-Wide	● Planning Horizon
D-2 TOC Policy for Density and Parking	\$\$	1-5 years	City-Wide	● Planning Horizon
D-3 Housing Element Coordination	\$	1-5 Years	City-Wide	● Quick Start
D-4 TOC Policy for Affordable Housing	\$\$	1-5 Years	City-Wide	● Planning Horizon
D-5 Objective Design Standards	\$\$	1-5 Years	City-Wide	● Planning Horizon
D-6 Define and Require New Connections Through Large Blocks	\$\$\$	5+ Years	Local	● Big Move
D-7 Encourage Consolidated Parking Off of Lowest-Level Road	\$	<1 Year	City-Wide	● Quick Start
D-8 Encourage Manufactured Builds	\$	<1 Year	City-Wide	● Quick Start
D-9 Contra Costa College Partnership	\$\$	1-5 Years	District	● Planning Horizon
D-10 Property Owner Coordination	\$\$	<1 Years	City-Wide	● Quick Start
D-11 Facilitate Catalyst Projects	\$	<1 Years	City-Wide	● Quick Start
D-12 Encourage Land Assemblies	\$	<1 Years	City-Wide	● Quick Start
D-13 Tenant Protection	\$\$	1-5 Years	City-Wide	● Planning Horizon
D-14 Inclusionary & Incentive Zoning	\$\$	1-5 Years	City-Wide	● Planning Horizon
D-15 Homelessness Working Group	\$\$	1-5 Years	City-Wide	● Planning Horizon

Physical Recommendations

D-16 Revitalize Main Streets and Corridors Through Infill Development.	\$	2-5 Years	District	● Quick Start
D-17 Implement Frontage Improvements	\$\$	2-5 Years	District	● Planning Horizon
D-18 Town Center Design Guidelines.	\$\$	2-5 Years	Local	● Planning Horizon
D-19 Redevelop Large Blocks with Mid-Density Development	\$\$\$	5+ Years	Local	● Big Move
D-20 Comprehensive Redevelopment Shopping Centres	\$\$\$	5+ Years	Local	● Big Move

07

Implementation



7 IMPLEMENTATION PLAN

TOD implementation is set in motion by three key drivers:

1. Identifying a funding source
2. Assigning a responsible party
3. Activating a prompt

Responsible Party

This category assigns a city department or partner to lead the initiative.

Funding Source

Projects with grant resources available in the immediate term are prioritized, as grant funding is unreliable as a long-term resource given possible program changes and priority changes at the regional or state level. New grant or loan programs may impact this rating, and should be monitored regularly.

Prompt

The prompt is the activating event that kicks off this policy recommendation. It is often tied to receiving funding, but also can be instigated by a policy review or update, a partner or agency timeline, or a land development application. Some prompts rely on nothing more than a program or project launch, which can be arbitrary or tied to council direction, community priorities, or capacity.

RECOMMENDATIONS	FUNDING SOURCE	RESPONSIBLE PARTY	PROMPT
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T Transportation

Policy Recommendations

T-1 Bike Ped Plan Alignment	Municipal Budget	Public Works	Plan Update
T-2 Parking Assessment	Municipal Budget	Planning Division	Plan Update
T-3 5-Year Paving Plan	Municipal Budget	Public Works	Plan Update
T-4 Complete Streets Policy	MTC Priority Development Area (PDA) Grants	Community Development	Grant Received
T-5 Require New Development Improvements	Value Capture	Building Services	Development Application
T-6 Incentivize Cyclist Facilities in New Development	Value Capture	Building Services	Project Launch
T-7 San Pablo Dam Road Partnership	MCT Active Transportation Program Grant, CalTrans Sustainable Transportation Planning Grant Program	Planning Division	Grant Received / Partner Agency Direction
T-8 Richmond Transportation Partnership	MCT Active Transportation Program Grant, CalTrans Sustainable Transportation Planning Grant Program	Planning Division	Grant Received / Partner Agency Direction

RECOMMENDATIONS	FUNDING SOURCE	RESPONSIBLE PARTY	PROMPT
T Transportation			
Policy Recommendations			
T-9 County Transportation Partnership	MCT Active Transportation Program Grant, CalTrans Sustainable Transportation Planning Grant Program	Planning Division	Grant Received/ Partner Agency Direction
T-10 Safe Routes to Schools Alignment	Caltrans Safe Routes to School Programs	Public Works, Community Development	Grant Received
T-11 Contra Costa College Partnership	CCC Mobility Hub Plan	Community Development	Plan Adopted November 2023
T-12 AC Transit + WestCat Partnerships	State/Regional Funding - CalTrans Local Transit Funds/ State Transit Assistance	Community Development	State/Regional Agencies Moving Forward
Physical Recommendations			
T-13 Improve Pedestrian Crossings at Intersections	MTC Active Transportation Program; MTC Priority Development Area Planning Program Grant	Public Works	Grant Received/ Funding Cycle
T-14 Enhance Transit Stops	FTA Busses and Bus Facilities Grant Program	Community Planning	Grant Received/ Funding Cycle
T-15 Make 23rd a Main Street	CDBG - Section 108 Loan Guarantee Program	Planning Division	Grant Received/ Funding Cycle
T-16 Complete the San Pablo Avenue Bridge Replacement Project	CDBG - Section 108 Loan Guarantee Program	Public Works	Grant Received/ Funding Cycle
T-17 Provide Micromobility Hubs	MTC Regional Mobility Hub Construction Program	Public Works	Grant Received
T-18 Improve and Complete Regional Trail Network	CDBG - Section 108 Loan Guarantee Program; CalTrans Climate Adaptation Planning Grant	Community Services, Public Works	Program Launch, Partnership Launch, Grant Received
T-19 Continue Implementing Existing Plans	HUD Choice Neighborhood Grant; US DOT RAISE Grant	Planning Division	Grant Received
T-20 Build A Pedestrian/Cyclist Bridge Over Wildcat Creek	CDBG - Section 108 Loan Guarantee Program; CalTrans Climate Adaptation Planning Grant	Community Services, Public Works	Project Launch
T-21 Create a Fine-Grained Street Network by Breaking Up Large Blocks	CDBG - Section 108 Loan Guarantee Program; CalTrans Climate Adaptation Planning Grant	Community Services, Public Works	District

RECOMMENDATIONS	FUNDING SOURCE	RESPONSIBLE PARTY	PROMPT
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Open Space

Policy Recommendations

O-1 Expand Parkland Dedication	Value Capture	Planning Division	Development Applications
O-2 Specific Plan Open Space Designations	Municipal Budget	Community Planning	Plan Reviews/ Updates
O-3 Provide Creek Access	Value Capture/Private Investment	Planning Division	Development Applications
O-4 Bay Trail Partnership	CDBG - Section 108 Loan Guarantee Program; CalTrans Climate Adaptation Planning Grant	Community Services, Public Works	Program Launch, Partnership Launch, Grant Received
O-5 EBRP Partnerships	CDBG - Section 108 Loan Guarantee Program; CalTrans Climate Adaptation Planning Grant	Community Services, Public Works	Program Launch, Partnership Launch, Grant Received
O-6 Trail Maintenance	CDBG - Section 108 Loan Guarantee Program; CalTrans Climate Adaptation Planning Grant	Community Services, Public Works	Program Launch, Partnership Launch, Grant Received
O-7 School Joint Access Agreement	Municipal Budget	Community Planning	Project Launch

Physical Recommendations

O-8 Utilize Schoolgrounds	Municipal Budget	Community Planning	Project Launch
O-9 Activate Open Space Frontages	Private Investment	Building Services	Redevelopment Application or Program Launch
O-10 Designate New Park Space	Municipal Budget	Community Planning	Plan Update
O-11 Renaturalize Wildcat Creek and San Pablo Creek	CDBG - Section 108 Loan Guarantee Program; CalTrans Climate Adaptation Planning Grant	Community Services, Public Works	Program Launch, Partnership Launch, Grant Received
O-12 Build New Urban Open Spaces	CDBG - Section 108 Loan Guarantee Program	Planning Division	Grant Received
O-13 Connect Key Destinations and Break up Large Blocks With Green Linkages	CalTrans Active Transportation Program, OPR Adaptation Planning Grant Program	Planning & Zoning, Community Planning	Grant Received
O-14 Daylight Underground Segment of Wildcat Creek	CDBG - Section 108 Loan Guarantee Program; CalTrans Climate Adaptation Planning Grant	Community Services, Public Works	Program Launch, Grant Received

RECOMMENDATIONS	FUNDING SOURCE	RESPONSIBLE PARTY	PROMPT
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D Development

Policy Recommendations

D-1 Apply and Adjust Zoning Ordinance	Municipal Budget	Planning Division	Funding Cycle/Plan Update
D-2 TOC Policy for Density and Parking	Municipal Budget, MCT Climate Grant for Parking Management Planning	Planning Division	Funding Cycle/Plan Update
D-3 Housing Element Coordination	Municipal Budget	Planning Division	Plan Update
D-4 TOC Policy for Affordable Housing	Municipal Budget	Housing	Plan Update/Review
D-5 Objective Design Standards	Municipal Budget	Building Services	Program Launch
D-6 Define and Encourage New Connections Through Large Blocks	CalTrans Active Transportation Program, OPR Adaptation Planning Grant Program	Planning Division	Rezoning/Master Plan Process
D-7 Encourage Consolidated Parking Off of Lowest-Level Road	Municipal Budget	Planning & Zoning, Building Services	Plan/Policy Update
D-8 Enable Manufactured Builds	Municipal Budget	Planning & Zoning, Building Services	Plan/Policy Update
D-9 Contra Costa College Partnership	Municipal Budget, CAHCD State Community Development Block Grant (CDBG) Program, CAHCD Local Housing Trust Fund, CAHCD Infill Infrastructure Grant Program	Planning & Zoning, Building Services	Plan/Policy Update
D-10 Property Owner Coordination	Municipal Budget; HUD Choice Neighborhoods Grants	Housing	Program Launch
D-11 Facilitate Catalyst Projects	USDOT Pilot Program for TOD Planning funded by CIG program	Planning Division	Development Application
D-12 Encourage Land Assemblies	Municipal Budget	Planning Division	Plan Update, Program Launch
D-13 Tenant Protection	Municipal Budget; HUD Choice Neighborhoods Grants; CAHCD State Community Development Block Grant (CDBG) Program	Community Services, Housing	Program Launch, Grant Received
D-14 Inclusionary & Incentive Zoning	Municipal Budget	Planning Division	Plan Update
D-15 Homelessness Working Group	Municipal Budget; CAHCD State Community Development Block Grant (CDBG) Program	Community Services, Housing	Program Launch

RECOMMENDATIONS	FUNDING SOURCE	RESPONSIBLE PARTY	PROMPT
Physical Recommendations			
D-16 Revitalize Main Streets and Corridors Through Infill Development	CAHCD Infill Infrastructure Grant Program	Planning Division	Plan Update
D-17 Implement Frontage Improvements	CDBG - Section 108 Loan Guarantee Program	Building Services	Development Application
D-18 Town Center Design Guidelines	Municipal Budget	Planning Division	Project Launch
D-19 Redevelop Large Blocks with Mid-Density Development	Private Investment/Land Value Capture	Planning Division	Development Application
D-20 Comprehensively Redevelop Shopping Centres	USDOT Pilot Program for TOD Planning funded by CIG program; Private Investment/Land Value Capture	Planning Division	Development Application



Appendices

- A - Existing Conditions Analysis
- B - TOD Vision + Priority Areas Study
- C - Streetscape Toolkit
- D - Policy Recommendations Report