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1 | Introduction

In November 2006, the Downtown San Leandro TOD Strategy Citizen Advisory Committee (CAC) was presented with the first proposed elements of the ultimate Strategy document.

These elements included the following:

- Land Use Plan;
- Detailed descriptions of proposed land use categories and Special Policy Areas;
- Building Height Plan;
- Open Space Framework Plan;
- Parking Plan;
- Street Network Plan;
- Pedestrian Connections Plan;
- Bicycle Circulation Plan;
- Primary Vehicular Circulation Plan;
- Street Section diagrams.

This material was contained in Working Paper #6, *Draft Strategy Plan Concepts: Preliminary Land Use Concept and Framework Elements*¹.

This document, Working Paper #7, is a companion piece to that paper, containing two components of design guidelines that provide the direction for developers, designers and city staff necessary to implement the framework elements. The first part of this paper contains the Station Access Improvement Plan. This material complements the circulation framework elements of the previous paper by elaborating on the means by which connections are made between the downtown core, Bus Rapid Transit (BRT), the BART station, and

surrounding neighborhoods, and by which transit use is enhanced by TOD projects in the study area.

The second part of this paper contains Design Guidelines for individual parcels and public spaces. These guidelines provide requirements and recommendations for new development that will occur in the study area, ensuring compliance with the goals of the Strategy.

PROCESS

On January 23, 2007, the CAC will meet to review the contents of this working paper. Once that review has occurred, the consultant team will work with City staff to develop the first full draft of the Strategy document. The draft will contain the land use and framework material of Working Paper #6 and the contents of this paper, organized to ensure clarity of the concepts and details suitable for general public comprehension. The final meeting of the CAC, to be held in March or April 2007, will focus on the draft Strategy document. The CAC's comments will be used to make final edits to the draft prior to release of a Public Draft.

Because only two CAC meetings remain, it is imperative that all Strategy material be reviewed and discussed thoroughly before the final draft document is prepared. City staff and the consultants will prepare an agenda for the CAC's January meeting that will ensure that all comments have been received, and that consensus is reached on all critical components.

¹ The *Draft Strategy Plan Concepts* working paper (7 Nov. 2006) was misnumbered as #5. Its correct numbering in the sequence of working papers is #6.

2 | Station Access Improvement Plan

The purpose of the station access improvement plan is to ensure that the BART station, proposed Bus Rapid Transit (BRT) stations, as well as development within the BART station area and the downtown are multi-modally connected. The plan provides a transportation environment that contributes to increased ridership by emphasizing safety and security, accessibility, and a high quality environment for pedestrians, bicycles, transit, and automobiles.

The station access improvement plan consists of the following five parts:

- Street Framework
- Pedestrian Circulation Framework
- Bicycle Circulation Framework
- Prototypical Intersection Design
- BRT Stations & Bus Stops

The following proposed improvements and guidelines acknowledge that downtown San Leandro is a built urban environment with few opportunities for major public infrastructure changes. The guidelines may be implemented incrementally with roadway rehabilitation and reconstruction projects, or when new development implements street frontage improvements.

Street Framework

The Downtown San Leandro TOD Strategy proposes several changes to the existing street system, as illustrated in Figure 1. Modifications and improvements to the specific streets are conceptual in nature and will require further study prior to design and implementation.

Consistent with the goals to improve connectivity between the BART and BRT stations, the Downtown, and the surrounding neighborhoods, and to provide improved access to areas of new development, the changes include:

RECONNECTED STREETS

To improve pedestrian access to the BART station, W. Joaquin Avenue between Carpentier Street and San Leandro Boulevard is proposed to be reconnected when development occurs on the current BART parking lot site. This may be a pedestrian-only street or open to all modes. A new street from Alvarado Street to San Leandro Boulevard intersecting with the signalized entrance to the Creekside Plaza parcel provides alternative access for the potential new development and/or park space in the SP5 area. Additionally, W. Juana Avenue is extended between Alvarado and Martinez (in conjunction with a realignment of Alvarado) to reduce the size of the block, and improve connectivity west of the BART station.

REALIGNED STREETS

Alvarado Street between W. Estudillo and W. Juana Avenues (parallel to the UPRR line) is realigned to improve the crossing of the UPRR line and provide better access to adjacent development areas.

ABANDONED STREETS

Martinez Street between Thornton Street and W. Juana Avenue (and possibly up to W. Estudillo Avenue) is proposed to be abandoned to provide development opportunity between the UPRR and old Western Pacific (now Union Pacific) rail line rights-of-way. In order to access the BART station, the San Leandro LINKS shuttle service currently operating on Martinez Street should be rerouted to the shuttle zone proposed for the San Leandro Boulevard frontage (see Figure 7 below).

Additionally, W. Joaquin Avenue between East 14th Street and Washington Avenue is proposed to be closed to vehicular traffic and reconfigured as a pedestrian paseo. Finally, Hays Street between East 14th Street and Davis Street is proposed to be closed to vehicular traffic and reconfigured as a pedestrian paseo or incorporated into a new creek side park or plaza as part of the development of SP3.

ONE-WAY STREETS

A north-south pair of one-way streets (couplet) is proposed on Hays and Clarke Streets between Davis and Williams Streets. Hays Street would be northbound while Clarke Street would be southbound. The change to one-way operation would allow reallocation of the street space between the existing curbs to provide angled parking on one side of Hays Street between W. Juana Avenue and Davis Street; thereby providing an increase of on-street parking supply, as well as allowing for Class II bicycle lanes or Class III bicycle routes on one side of the street. The change to one-way operation would redirect the southbound direction of AC Transit Bus Line 55 from Hays Street to Clarke Street and create the need for new stops on Clarke Street at Davis Street and W. Juana Avenue.

SAN LEANDRO BOULEVARD IMPROVEMENTS

Consistent with the *Central San Leandro / BART Area Revitalization Strategy (2001)*, the Downtown San Leandro TOD Strategy recommends reducing the number of lanes on San Leandro Boulevard from seven to five between Williams Street and San Leandro Creek. The proposed improvements would increase the separation between pedestrians and automobiles and reallocate the right-of-way to enhance the pedestrian environment along San Leandro Boulevard, in particular improving pedestrian access across San Leandro Boulevard to the BART station.

EAST 14TH STREET IMPROVEMENTS

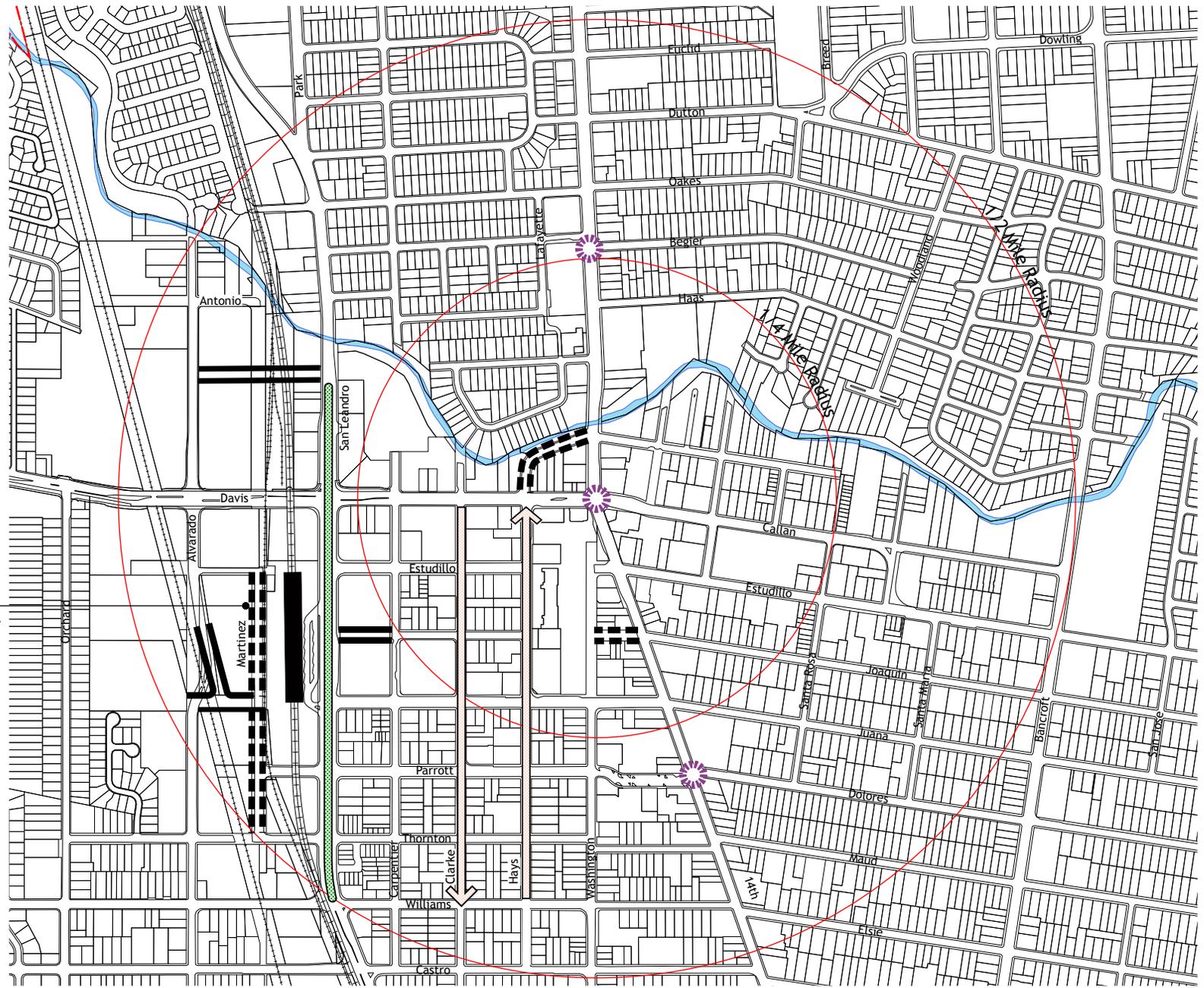
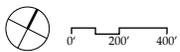
East 14th Street has a limited curb-to-curb width and this Strategy does not propose changes to the cross section south of Davis Street. Major pedestrian improvements are proposed outside the curb (see Design Guidelines, below). A BRT route is proposed along East 14th Street with stations proposed at Begier Avenue, Davis Street and Parrott Street intersections, but does not change the configuration of the street. This Strategy proposes a lane configuration change to East 14th Street between Chumalia and Davis Streets to provide a southbound queue jump lane for BRT (see Prototypical Intersection Design, below).

Figure 1 Street system changes

Legend

-  Abandoned / Closed Street
-  New Street / Alignment
-  San Leandro Blvd. Improvements
-  One-way Street
-  BART Station
-  AC Transit Proposed BRT Station

Possible closure of Martinez Street between W. Juana Ave. and W. Estudillo Ave. for incorporation into adjacent development site.



Pedestrian Circulation Framework

The objective of the pedestrian circulation framework is to connect the BART station area with the BRT stations and the downtown core and to strengthen the existing pedestrian-scaled grid of walkable streets throughout the downtown. This pedestrian system is the primary element in reconnecting the grid of streets that has been interrupted by past street closures. All streets connecting the BART and BRT stations and the downtown core have sidewalks that allow for access between these destinations. While most streets in the study area provide some level of pedestrian access, the priority of this Strategy is to improve and encourage pedestrian circulation within the area illustrated in Figure 2.

There are several primary pedestrian connector streets that provide direct and convenient access between the BART area and the downtown core and those that serve as the main pedestrian circulation routes within these destination areas: Estudillo Avenue, Joaquin Avenue, Juana Avenue, Parrott Street, East 14th Street, Washington Avenue, and San Leandro Boulevard. By providing pedestrian access through the Washington Plaza shopping center site and the BART station area, pedestrian movement throughout the study area will be more efficient and more enjoyable because long detours around previously inaccessible barriers will have been removed. Improvements to maximize pedestrian use should be concentrated on these streets.

INTERSECTIONS

Intersections will be improved to facilitate pedestrian crossings. Types of pedestrian improvements will include new or modified signalization (when warranted) with timing appropriate for pedestrian crossing, countdown pedestrian signals, high visibility crosswalks, pedestrian refuges in medians on wide streets, corner bulbouts to reduce crossing distance and improve sight distance, and lane reductions where possible. High priority intersections for pedestrian improvements include:

- Intersections on San Leandro Boulevard between Davis Street and Williams Street;
- All intersections on East 14th Street between Davis Street and Parrott Street;
- Davis Street at Alvarado Street, San Leandro Boulevard, Clarke Street and Hays Street;
- Washington Avenue at Parrott Street.

PEDESTRIAN RAILROAD CROSSINGS

For safety reasons, no additional at-grade railroad crossings are likely to be accepted by rail operators or approved by the California Public Utilities Commission. To complete the street and pedestrian circulation grid where it crosses the two rail lines within the study area, pedestrian bridges or tunnels should be considered.

First priority pedestrian railroad crossings include:

- At the point where the creek side linear park pedestrian path crosses the rail line (between San Leandro Boulevard and Alvarado Street);
- Along W. Juana Avenue next to Martinez Street;
- Along W. Estudillo Avenue west of Alvarado Street.

Second priority pedestrian railroad crossings include:

- W. Joaquin Avenue west of Alvarado Street;
- W. Joaquin Avenue east of Martinez Street;
- Existing crossing of UPRR line at Alvarado Street relocated to W. Juana Avenue alignment;
- Parrott Street east of Alvarado Street.

STREETSCAPE

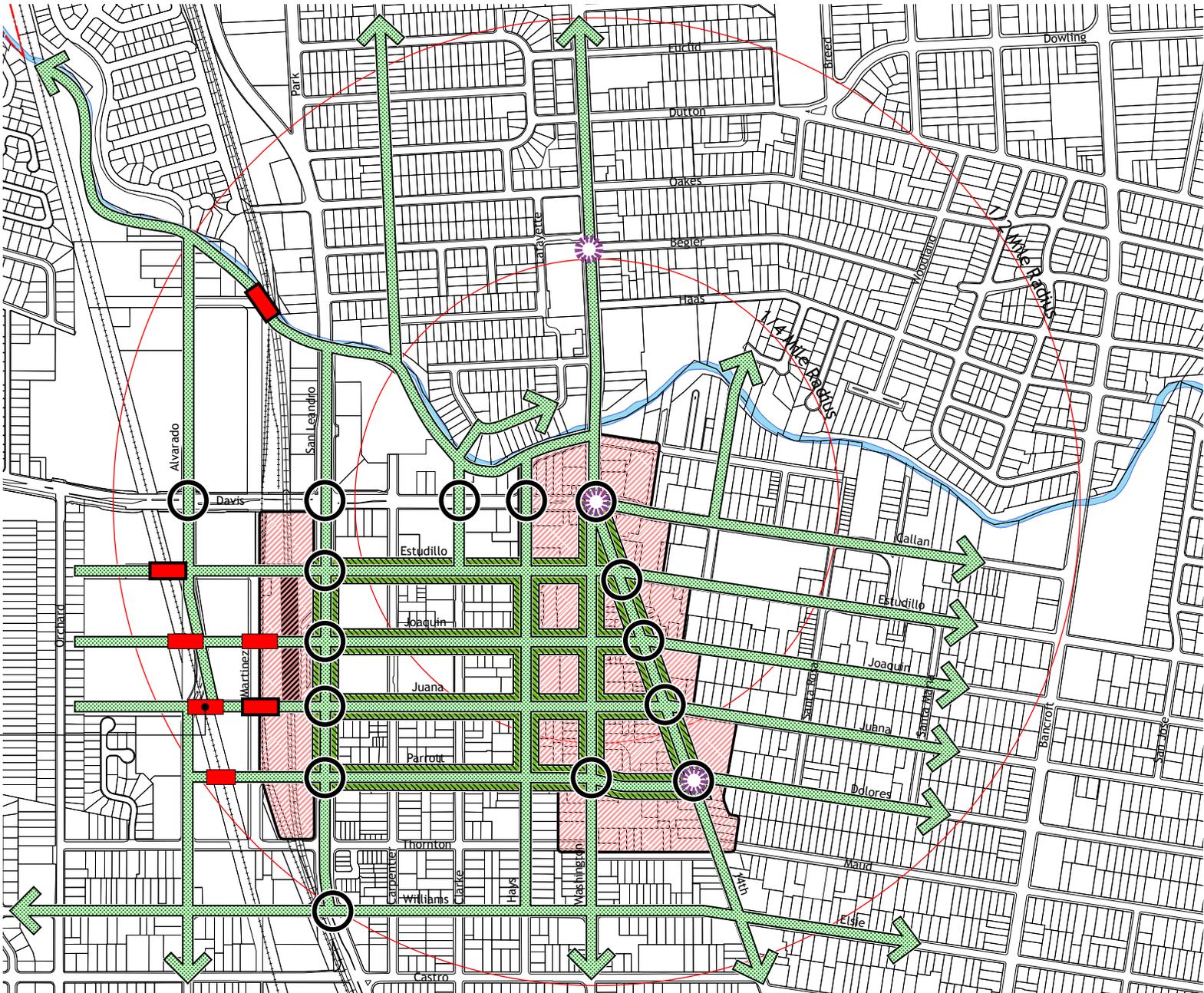
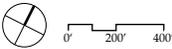
W. Estudillo Avenue provides a good example of recent streetscape improvements that enhance the pedestrian environment and provide design elements that give identity and continuity to a street. Features such as special paving, planting, and pedestrian-scale decorative lighting create a more pleasant experience for all users, especially pedestrians. Additional streetscape improvements will provide the primary features that create an image and identity for the downtown core and the BART / San Leandro Boulevard areas and should be provided on all downtown pedestrian connectors, particularly the major pedestrian/streetscape enhancement corridors identified in Figure 2.

Figure 2 Pedestrian Circulation Framework plan

Legend

-  Downtown pedestrian connectors
-  Major pedestrian/streetscape enhancements
-  Destination districts: Retail Core BART Station
-  Intersection improvement for pedestrian access
-  First priority pedestrian r.r. crossing
-  Second priority pedestrian r.r. crossing
-  BART Station
-  AC Transit Proposed BRT Station

Existing pedestrian and vehicular crossing of UPRR line at Alvarado St. relocated to W. Juana Ave. alignment



Bicycle Circulation Framework

Existing bicycle facilities and current bicycle planning for the City of San Leandro largely exclude the downtown core. Reasons for this include inadequate street widths to accommodate bicycle lanes or designated routes and lack of signalized crossings where bicycle routes intersect major streets such as East 14th and Davis Street. Exceptions are the existing Class II bikeways on Estudillo Avenue east of East 14th Street and on San Leandro Boulevard as well as the undesignated bicycle lanes on East 14th Street north of San Leandro Creek (which will be narrowed under a planned restriping of this segment of East 14th).

Cycling should be possible on all downtown streets (see Bicycle-Friendly Zone below). The goals for the bicycle system are to provide access to all downtown streets, give priority to all streets accessing BART and BRT stations, and for bicycling to be considered a viable alternative to the automobile. The following bicycle system is recommended to provide a thorough network within the downtown:

- Class I Bikeways – Bikeways are separated from vehicular traffic and can be bicycle-only or multi-use lanes. Class I facilities are appropriate in the East Bay Greenway corridor along the BART right-of-way and in the creekside linear park between East 14th Street and the UPRR line.
- Class II Bikeways – These facilities share roadways with vehicular travel lanes, but are designated with striped lanes and signage. According to Caltrans design standards, Class II bikeways are required to be a minimum width of five feet or four feet when adjacent to parallel parking; therefore, streets that accommodate these lanes must have sufficient width. For this reason, only a few streets in and around the study area are appropriate for Class II lanes. In the

downtown core, these include:

- o San Leandro Boulevard south of the San Leandro Creek (existing);
- o Estudillo Avenue east of East 14th Street (existing);
- o Williams Street between San Leandro Boulevard and Hays Street;
- o Parrott Street between San Leandro Boulevard and Washington Avenue;
- o Clarke Street and Hays Street between Davis Street and Juana Avenue if reconfigured to one-way travel (bicycle lanes must be placed on the opposite side of the street from angled parking where it occurs or is proposed).
- Class III Bikeways – These routes do not contain striped bicycle lanes, because there is insufficient width for striped lanes, but are designated streets considered appropriate for bicycle travel and connectivity. These routes connect cyclists to Class I and II facilities. In the study area, these routes include:
 - o Dolores Avenue east of Santa Rosa Street;
 - o Clarke Street and Hays Street south of Juana Avenue;
 - o East 14th Street north of San Leandro Creek should be designated as a Class III route if the right-of-way and lane reconfiguration permit.
- Proposed Class III Bikeways using Shared Use Arrows (Sharrows) – Sharrows are traffic control pavement markings comprised of chevrons and a bike symbol placed in the roadway indicating where cyclists should ride and informing motorists that bicyclists share the travel lane with vehicles. On streets with parallel parking, the Sharrow markings are a minimum of 11 feet from the curb within the travel lane. These routes include:
 - o Oakes Boulevard;
 - o Chumalia Street and Harrison Street;

- o Estudillo Avenue west of San Leandro Boulevard;
- o Joaquin Avenue between San Leandro Boulevard and Hays Street;
- o Santa Rosa Street between Estudillo Avenue and Dolores Avenue;
- o Castro Street east of San Leandro Boulevard.

Figure 3 shows the proposed Bicycle Circulation Framework. While the framework provides good bicycle connectivity in general, there is a noticeable gap in designated facilities east-west across East 14th Street. This is due to a combination of inadequate width streets and lack of signalized crossings. Therefore, east-west crossings of East 14th are limited to Chumalia Street, Estudillo Avenue, and Castro Street.

BICYCLE / PEDESTRIAN CONNECTORS

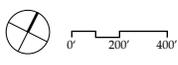
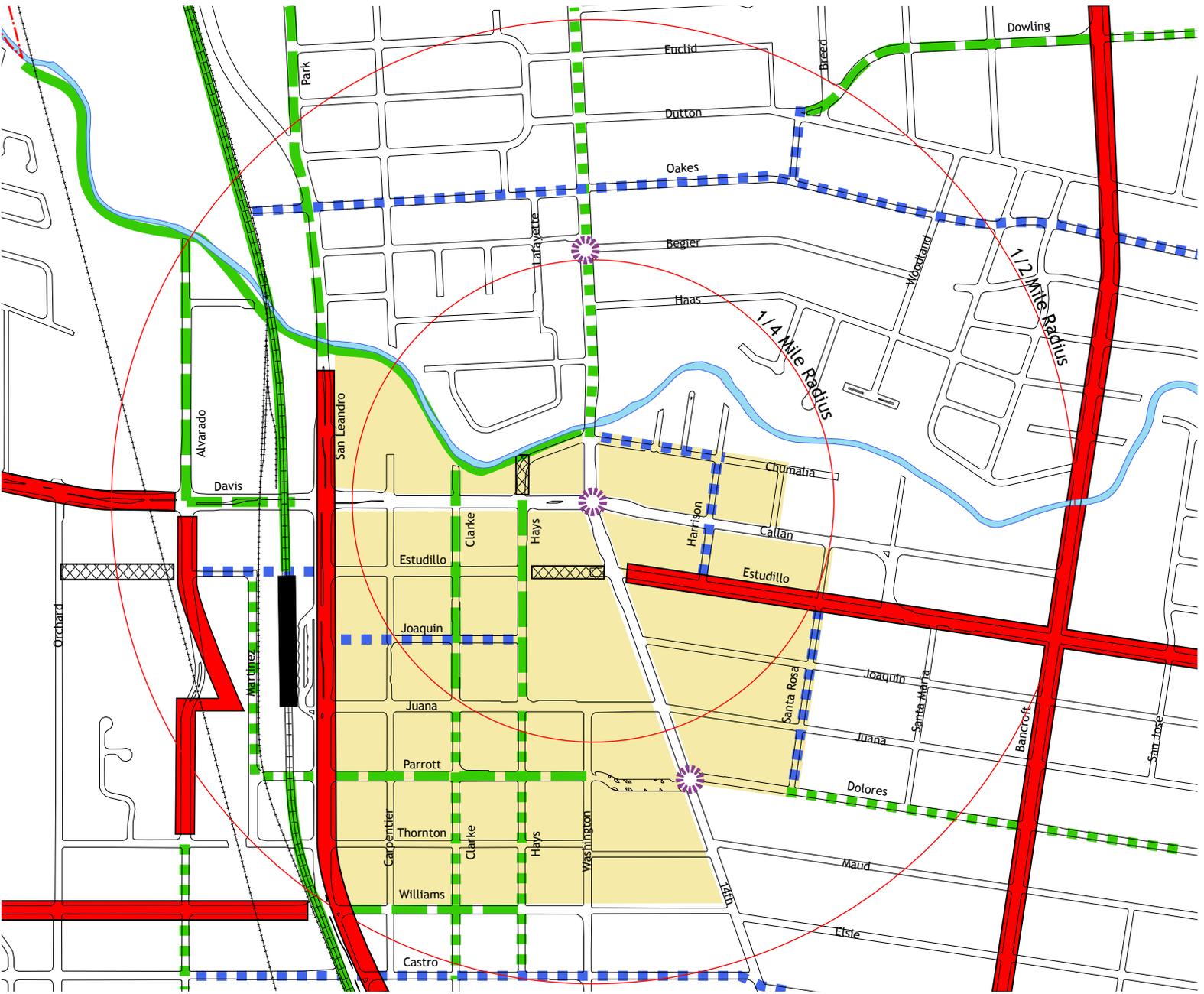
Estudillo Avenue has two areas where direct bicycle connectivity is inappropriate due to a pedestrian priority or angled parking. These areas include the passage through the Washington Plaza shopping center site (between Hays and East 14th Streets), and the crossing of the UPRR and Thrasher Park site. Similarly, cyclist connections from Hays Street to the proposed Class I facility in the creek side linear park are made through a pedestrian area. In these areas, signage and other measures should be installed to encourage cyclists to dismount and walk their bicycles.

DOWNTOWN BICYCLE-FRIENDLY ZONE

The Downtown TOD Strategy is intended to accommodate both novice and experienced bicyclists. The novice cyclist is most comfortable riding on designated bicycle facilities (Class I paths, Class II bicycle lanes or Class III bicycle routes). Novice cyclists trade

Figure 3 Bicycle Circulation Framework plan

- Legend**
- Existing Bikeway - Class II
 - Proposed Bikeway - Class I
 - Proposed Bikeway - Class II
 - Proposed Bikeway - Class III
 - Proposed Bikeway with Sharrows - Class III
 - Bicycle-Friendly Zone
 - Bicycle Connector on Pedestrian Path; Dismount Required
 - BART Station
 - AC Transit Proposed BRT Station



Station Access Improvement Plan

speed and directness for streets with lower volumes, slower traffic, official directional designations, and an overall greater sense of safety. Experienced cyclists know how to work with vehicular traffic and prefer routes that provide the most direct and fastest access to their destinations, whether designated bicycle facilities or not.

The streets in the downtown core (within the highlighted area on Figure 3) are within an officially designated bicycle friendly zone. The bicycle friendly zone is an area where bicycle travel is encouraged on any street. All projects within this zone, whether public or private, must provide maximum feasible access for bicycle users as a component of their design. Designated bicycle facilities on downtown streets (Classes II and III) are discussed in Sections II and III.

Guidelines for the bicycle friendly zone include:

- **Implement appropriate measures on streets within the bicycle friendly zone to reduce automobile speeding and encourage bicycle use.** Where excessive traffic speeds have been demonstrated consider installing appropriate speed reduction measures that may include curb extensions properly design to accommodate bicyclists, striping narrower lanes, planted raised medians, bicycle-friendly textured crosswalks and gateway treatments.
- **Provide bicycle parking facilities in multi-family residential projects and within retail and office developments (in conformance with Section 4-1714 of the City's parking and loading standards) and at transit stops, schools and parks.** Commercial development such as shopping centers and office buildings often have insufficient bicycle parking. When bicycle parking is provided it is often inconveniently located and/or

poorly designed, further discouraging use. Encourage new development to provide indoor and/or covered bicycle parking as well as bicycle lockers. Providing bicycle parking is an inexpensive way to encourage bicycle use, increasing overall parking capacity at minimal cost.

- **Provide bicycle racks and lockers in municipal parking garages and in joint public/private parking facilities.**
- **Ensure street lighting provides adequate illumination for night-time bicycle travel.**
- **Provide wayfinding signage along designated bicycle facilities and within the bicycle-friendly zone that directs bicyclists to transit, commercial centers, parks, through routes, etc.** Consider developing and installing bicycle information boards at critical junctures in the bikeway network to provide bicyclists detailed route information.
- **Regularly inspect, maintain and clean streets.** It is particularly important to maintain and clean street edges where bicyclists ride. The street edge often is an overlooked portion of the roadway that experiences pavement cracking or break-up and collection of debris (gravel, bottles, automobile parts, etc.). This is also the area that is most traveled by bicyclists. These repairs and cleanings cannot wait for a general resurfacing of the roadway.
- **Ensure new and reconstructed intersections are bicycle-friendly.** Bicycle-friendly intersections should have appropriate lane widths, pavement markings, bicycle-accessible pushbuttons, and adequate signal time for bicyclists to cross safely. Where appropriate, include actuated traffic signals that detect bicycles. Since traffic and transit vehicle volumes on Davis Street, East 14th Street and San Leandro Boulevard make these streets inappropriate for bicycle-friendly designation, their intersections with

bicycle friendly streets should provide all appropriate measures that facilitate easy bicycle crossing and maintain area-wide bicycle circulation.

- **Ensure roadway and utility infrastructure is not hazardous to bicyclists.** Manhole covers, storm sewer grates and other infrastructure elements installed in the roadway should be designed and installed in a manner that does not create hazards for bicycles.
- **Provide through bicycle access whenever constructing new streets, planned developments, and traffic calming projects.** Measures to redirect or reduce vehicular traffic should not discourage bicycling.
- **Install special "sharrow" pavement markings on streets too narrow for bicycle lanes.** Shared lane markings (sharrows) direct motorists where to park (i.e., closer to the curb) and drive, thereby reducing the number of conflicts with bicyclists (e.g., bicyclists hit by opening car doors).
- **Install signs advising motorists and bicyclists that bicycle traffic may move to the center of the travel lane.** In conjunction with the sharrow pavement marking, this sign is appropriate when lanes are too narrow for safe joint use. By taking the full lane, bicyclists become more visible and discourage unsafe passing by motorists.



Shared Use Arrow (Sharrow) marking.

Prototypical Intersection Design

This Strategy proposes several modifications to existing intersections, primarily to enhance the pedestrian realm. Improvements to specific intersections are conceptual in nature and will require further study prior to design and implementation.

PEDESTRIAN CONNECTOR STREETS

As shown in Figure 4, intersections on Pedestrian Connector Streets include features that emphasize pedestrian safety including:

- Highly visible crosswalks on all approaches. Either ladder-style striping or distinctive pavement;
- Curb extensions with 15-foot maximum curb return that reduces crossing distance and slows turning traffic. Where curb extensions are installed, drainage improvements will be made where possible to allow clear walkways. Alternatively, curb extensions can be built separate from the existing curb to allow drainage along the existing curb;
- Optional: use of stamped concrete to highlight / emphasize the intersection;
- Lighting to include both intersection safety lighting and pedestrian-scaled illumination of sidewalk;
- Stop bars are set five feet back from the crosswalk;
- Bicycle lanes, where designated, striped to the stop bar;
- Pedestrian countdown signals at most intersections to indicate how many seconds are available for pedestrians to cross and to signal motorists that they should anticipate and yield to pedestrians in the intersection;
- All improvements will be designed and constructed in compliance with the accessibility standards established by the Americans with Disabilities Act (ADA).

Station Access Improvement Plan

Figure 4 Pedestrian Connector Street, prototypical intersection design

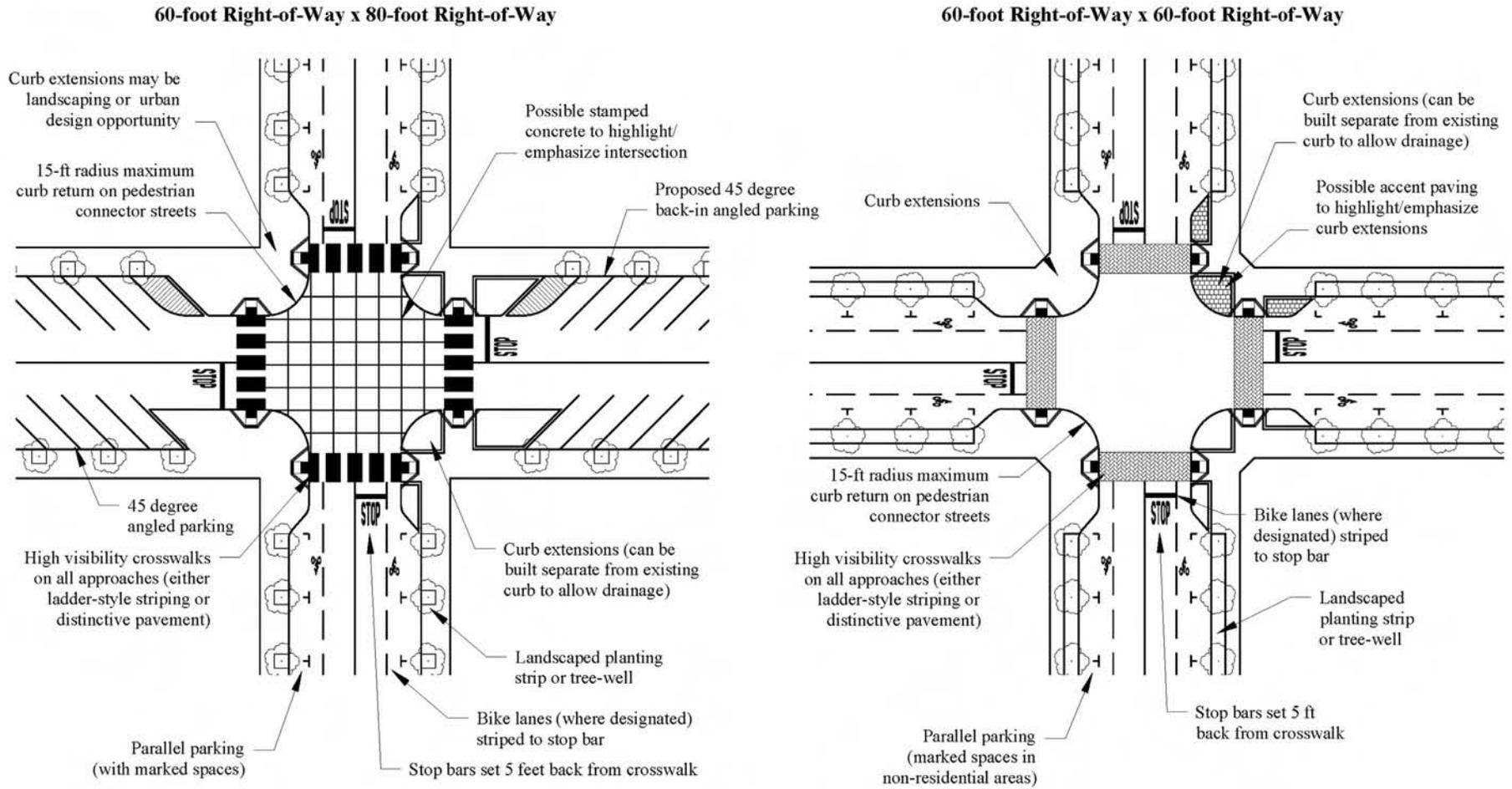
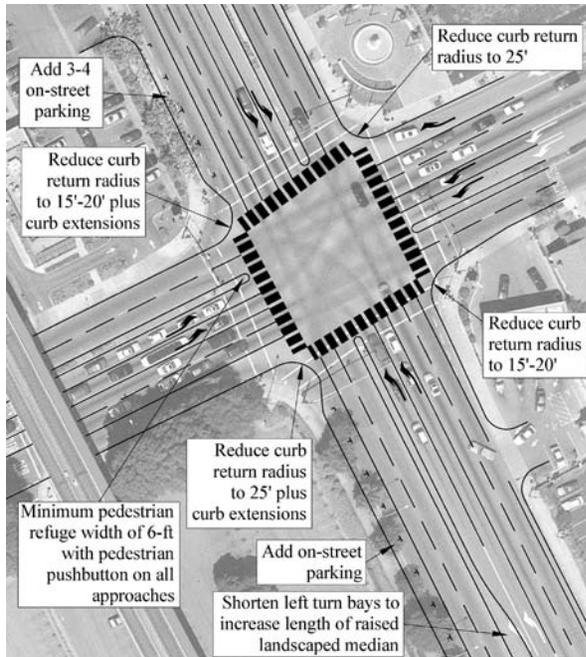
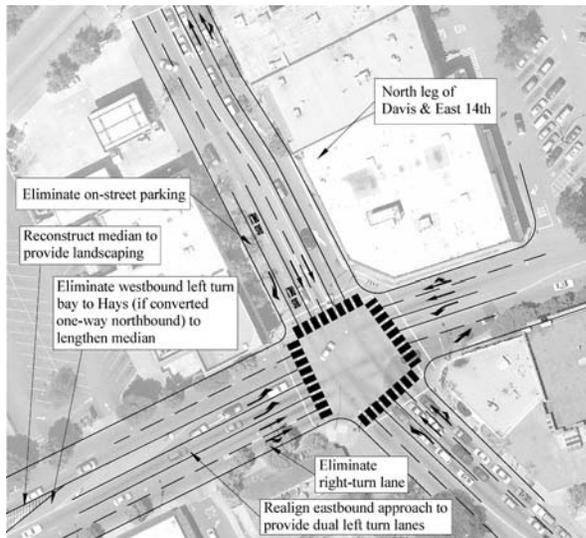


Figure 5 San Leandro Blvd / Davis Street, prototypical intersection design



- Pedestrian enhancements.
- Reconstruct curb returns with smaller radii of about 15'-20' (currently approximately 30') in combination with curb extensions and on-street parking in southbound direction (reducing southbound to two through lanes). Check turning radius of control vehicle.
- Provide high-visibility ladder-style crosswalks (or use high-contrast paving material).
- Countdown pedestrian signals.
- Enhance median noses to provide a minimum 6-ft width and pedestrian pushbuttons.

Figure 6 East 14th / Davis Street, prototypical intersection design



- North Leg of Davis & East 14th**
- Convert southbound parking lane to a right turn lane.
 - Convert outside (southbound) through lane to a bus queue-jump lane.
 - Queue-jump requires special signal phasing.
 - Prohibit southbound left turns and convert/realign southbound left turn lane to a through lane (left turn volumes approximately 50 vehicles during peak hour).
- Pedestrian Enhancements**
- Provide high-visibility ladder-style crosswalks (or use high-contrast paving material).
 - Countdown pedestrian signals.
 - Widen sidewalks as part of new development.

SPECIFIC INTERSECTION DESIGNS

SAN LEANDRO BOULEVARD / DAVIS STREET

This intersection is located on a major access route to the BART station. Its present design facilitates automobile movement. While accommodating traffic remains an important function, several design features will improve pedestrian accessibility and the pedestrian environment. These features, shown in Figure 5, include:

- High-visibility ladder-style crosswalks or high-contrasting paving material;
- Countdown pedestrian signals;
- Median noses on all approaches to provide a minimum 6-foot width and pedestrian pushbuttons;
- Curb return radii, currently approximately 30 feet, reduced to 15 to 20 feet in combination with curb extensions and on-street parking in the southbound direction;
- The addition of on-street parking spaces along southbound San Leandro Boulevard (approximately three to four spaces on the north leg);
- Shortened northbound left turn bay to increase the length of the raised landscaped median.

EAST 14TH STREET / DAVIS STREET

This intersection is the central intersection within the downtown core area with direct access to the proposed BRT station at Washington Plaza. This intersection requires a balance between accommodating traffic, buses, and pedestrians. Design features, shown in Figure 6, include;

- High-visibility ladder-style crosswalks or high-contrasting paving material;
- Countdown pedestrian signals;
- Widened sidewalks as part of new development;

Station Access Improvement Plan

- North leg improvements:
 - Southbound parking lane converted to a right turn lane;
 - Outside through lane converted to a bus queue-jump lane for Bus Rapid Transit (BRT). BRT queue-jump requires special signal phasing. The queue-jump lane would receive a green indication ball prior to the vehicular through lanes allowing the bus to “jump” ahead of the through traffic;
 - Southbound left turns prohibited with conversion of the southbound left turn lane to a through lane (approximately 50 vehicles making the left turn during the peak hour);
- West leg improvements:
 - Eastbound right turn lane eliminated to provide width for dual left turn lanes;
 - With Hays converted to a one-way street in the northbound direction south of Davis Street, the westbound left turn bay at the intersection of Hays and Davis Streets is no longer required and the median can be widened adjacent to the travelway.

BART STATION ACCESS

One of the key elements of improving BART station access is enhancing pedestrian connections across San Leandro Boulevard. The *Central San Leandro / BART Area Revitalization Strategy* recommended a number of improvements to San Leandro Boulevard and the BART station area that would facilitate pedestrian movement and transit passenger access in this area. This Downtown San Leandro TOD Strategy acknowledges that many of those recommendations are appropriate and should be retained. Specific changes and new recommendations are described below and illustrated with annotation to the *BART Area Revitalization Strategy* diagram in Figure 7.

BUS TRANSFER CENTER

- Implement bus transfer center improvements;
- Implement new configuration for Kiss-and-Ride, shuttles, and taxis.

SAN LEANDRO BOULEVARD

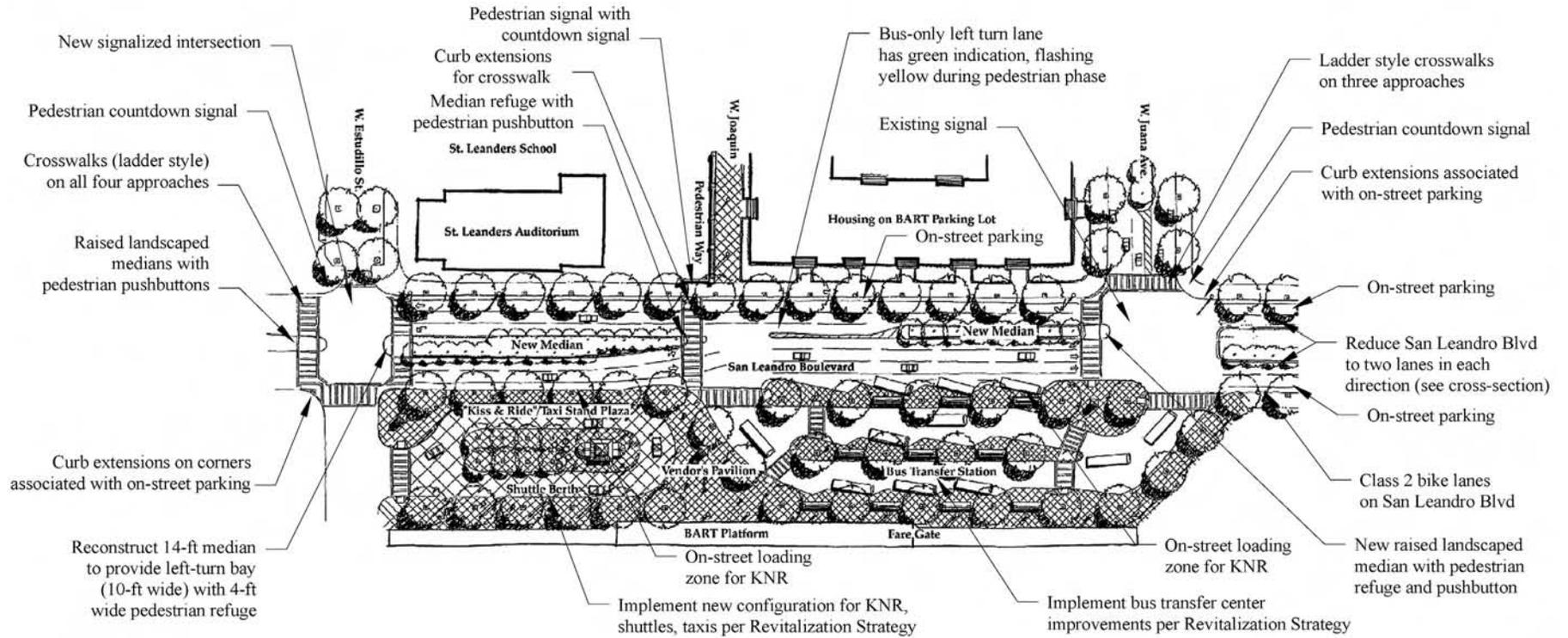
- Reduce San Leandro Boulevard to two lanes in each direction and add on-street parking;
- Include Class II bicycle lanes;
- Install new raised, landscaped median. Include an 11-foot left turn lane on northbound approach at the intersection of San Leandro Boulevard / W. Estudillo Avenue;
- Provide on-street loading zone for Kiss-and-Ride along southbound San Leandro Boulevard between W. Estudillo and W. Juana Avenues;
- Install a traffic signal at the intersection of San Leandro Boulevard / W. Estudillo Avenue;
- Install pedestrian signal at the intersection of San Leandro Boulevard / W. Joaquin Avenue;
- At the intersection of San Leandro Boulevard / W. Joaquin Avenue, the

northbound, bus-only left turn lane would have a green indication during normal left turn operations, turning to flashing yellow operation during the east-west pedestrian phase. East-west pedestrian crossing occurs only on the north side of the intersection.

PEDESTRIAN ENHANCEMENTS

- Install curb extensions on corners associated with on-street parking;
- Provide high-visibility ladder-style crosswalks or use high-contrasting paving material at all pedestrian crossings;
- Provide pedestrian refuge with pedestrian pushbuttons on noses of raised landscaped median;
- Provide pedestrian countdown signals at all intersections.

Figure 7 San Leandro Boulevard BART Station area improvements



source: *Central San Leandro / BART Area Revitalization Strategy*, "BART/AC Transit Station Renovation: Plaza Station Concept," p. 18

This figure illustrates the BART station and AC Transit bus facility concept proposed in the Revitalization Strategy (see source, left), with recommended modifications to conform with the goals of this TOD Strategy.

BRT Stations & Bus Stops

AC Transit publishes a comprehensive set of best practices and design guidelines (*Transit-Friendly Streets: Making Streets Work For Transit*). AC Transit's best design practices are summarized in the following sections as being most appropriate for downtown San Leandro.

ROADWAY DESIGN TO ACCOMMODATE TRANSIT

The streets within downtown San Leandro with existing and proposed transit routes must continue to accommodate transit vehicles. AC Transit's fixed-route vehicles are typically a 40-foot coach or a 60-foot articulated bus. These vehicles can be 10.5 feet in width measured from mirror to mirror. Streets with transit routes should be designed with the following AC Transit best design practices:

- **Assure that travel lanes and curb radii on transit streets are wide enough for buses.** While the preferred lane width for transit vehicles is 12-feet, buses can safely operate within 11-foot wide travel lanes. This width should be the minimum width on streets with transit routes. The minimum curb return radius where buses are required to turn right should be 25 feet. This radius, while increasing pedestrian crossing distances, allows buses to safely negotiate turns without encroaching into opposing travel lanes or mounting curbs.
- **Assure that transit streets have adequate street composition to support buses.** Roadway pavements on transit streets need to be of sufficient strength to accommodate repetitive bus axle loads of up 24,700 pounds, the rear axle load of a large or articulated bus. Concrete pavement is desirable in these areas to avoid failure problems experienced with asphalt. Concrete bus pads are recommended for stops because they can withstand the

repeated stops and starts of buses over time.

- **Assure that signal timing is supportive of bus operations.** With implementation of AC Transit's Rapid Bus and possible Bus Rapid Transit on East 14th Street, traffic signals will include transit priority (transit signal priority allows buses to receive green lights at more traffic signals, reducing delay, which also benefits automobile travel on the main street). Traffic signal timing can also be used to synchronize signals to achieve a desired operating speed (25 to 30 mph) that balances traffic operations and pedestrian and bicycle safety.
- **Create queue jump lanes to move buses through congested intersections.** Queue jump lanes provide priority treatment for buses along arterial streets by allowing buses to bypass traffic queued at congested intersections. A queue jump lane is proposed on southbound East 14th Street as shown in Figures 6 and 11.

BRT STATION & BUS STOP DESIGN

- **Provide curbside bus stops, avoid bus pullouts (turnouts), and install bus bulbs where they would facilitate bus operation and pedestrian movement.** Existing bus stops in downtown San Leandro are curbside, meaning they are located against the curb, where buses stop either in the travel lane or in a parking lane. The existing bus stop locations should generally be retained or modified per the guidelines presented below.
- **Site bus stops in the best operational locations, usually on the far side of an intersection.** In general, a farside bus stop is preferred to improve sight distance and to minimize conflict between buses and right turning vehicles traveling in the same direction, minimizes sight distance

problems on approaches to the intersection, encourage pedestrians to cross behind the bus, minimize area needed for curbside bus zone, and allows buses to more easily re-enter the traffic stream.

- **Site bus stops where passengers feel secure.** Passenger security is one of the primary issues associated with the design of bus stops. Most importantly, encourage land uses around bus stops that generate day and night activity and places eyes on the street. Ensure bus stop is illuminated, and that adjacent shrubbery or walls are low so passengers can view over and behind them. Ensure clear visibility of, through, and around the bus stop for both passenger surveillance of environment and for police surveillance. Ensure that the pedestrian circulation routes through bus stops and waiting areas are not blocked from view by walls or other structures-avoid placing stops by edges and corners of walls that create blind spots. If possible, provide a public telephone, or place bus stop in view of a public telephone. Provide secure bicycle parking and ensure proper clearances are maintained when bicycles are parked. Provide multiple exits for bus shelters.
- **Make bus stops long enough for the buses that will use them.** AC Transit's basic recommended minimum bus stop length is 80 feet. On a stop located on the far side of an intersection, this length allows a minimum 5-foot of bus clearance from the crosswalk for pedestrian safety, a 60-foot stopping space for an articulated bus, and a 15-foot "take off" space for bus to leave the stop. Near side stops require slightly more space including a 15-foot approach space, a 65-foot stopping space, and a 10-foot clearance from crosswalk, for a total length of 90 feet.

- **Assure that sidewalks are wide enough and clear enough for bus stops and provide an ADA compliant bus boarding/alighting area.** The requirements of the boarding areas are based on the needs of wheelchair lifts on AC Transit buses. These requirements are established by ADA regulations. AC Transit provides explicit guidance on bus stop clearance dimensions. The street cross-sections (see Design Guidelines section below) show prototypical sidewalk widths for various types of streets in downtown San Leandro, but may be widened at bus stops to accommodate required clearances and bus stop amenities while maintaining appropriate pedestrian clear throughways.
- **Provide BRT stations and bus stops with appropriate amenities.** The design of waiting areas and provision of amenities that enhance security and comfort plays a significant role in a person's decision to use transit. At a minimum, stations and stops should provide a pole with flag and route information, a bench, and a trash receptacle. Higher activity stations and stops should include other amenities such as shelters, leaning poles, seating, transit maps, location maps, BART connection information, etc. Stations and stops should be part of the urban design of the street, and adjacent new development should be required to work with AC Transit to ensure the bus stop is integrated into the design of the site and its street frontage.

3 | Design Guidelines

Design Guidelines for the Downtown San Leandro TOD Strategy are an integral element for achieving the goals of the Strategy. While the framework elements provide the overall pattern of development and linkages in the study area, design guidelines provide the specific requirements and recommendations that indicate the preferred direction that should be taken for development of individual parcels and specific areas of the public environment. These Design Guidelines are intended to be used simultaneously with the overall framework elements and to provide recommendations for General Plan policy and potential regulatory modifications (such as the Zoning Code) to ensure that development is transit supportive. Early and frequent consultation with city Planning staff is encouraged to promote clear understanding of project requirements and goals.

The Design Guidelines are focused on the character and quality of the public environment, with particular emphasis on streets and public spaces and the relationship between the sidewalk and ground level building frontages. The street system in San Leandro (in fact, in most cities) provides the majority of the city's public space. It is the conduit through which most circulation passes, the place where a large amount of personal interaction occurs, a place of recreation, and the backdrop on which a memorable image of the city is created. While many people experience public parks and other open spaces occasionally, almost everyone

experiences public streets daily. Creating a high quality street environment is of benefit to the vast majority of San Leandro citizens and visitors. Furthermore, the quality of the public environment is dependent upon two things: 1) improvements within the public right-of-way, and 2) the nature of improvements to private properties that abut public spaces. Thus, these design guidelines include requirements for both public and private decision-makers.

Because existing conditions vary widely from street to street and parcel to parcel, and new developments will vary depending on site conditions and program, these guidelines must be tailored to the specific conditions of individual development areas. However, as a whole they provide guidance for the creation of a coordinated environment that is supportive of transit and transit-oriented development.

The guidelines emphasize the quality of the street environment by focusing detail on the design of the street space – the area framed by building walls. Where it is appropriate to influence building design to achieve the goals for the public environment, specific requirements have been established. For the most part, however, building design should be allowed to be as flexible as possible, allowing buildings to provide variety within the consistency of the streetscape, and to encourage architectural innovation and change over time. The critical elements of architectural design that should be encouraged include massing and

detailing that is appropriate to the human scale of the pedestrian environment, and sensitivity to the scale of existing downtown buildings.

Guidelines Goals

The Design Guidelines are intended to help create a pedestrian environment of streets and pathways that is:

- Interesting – there are appealing things to see, touch, hear and smell that make one's time in the area a positive experience and encourage return visits;
- Attractive – buildings and landscaping create a beautiful setting in which people can walk, drive, shop, work, and live;
- Safe – a person feels comfortable and secure in the environment, whether alone or in a group, during the day, evening and night;
- Successful – walking becomes a primary means of local transportation, enhancing transit ridership and supporting a thriving neighborhood and retail climate.

The following Design Guidelines provide both broad and detailed objectives for achieving these goals.

Design Guidelines

Public Street Design

The general streetscape guidelines apply to the public streets located within the study area. These streets will support the TOD projects that occur in the area, and, therefore, will become the dominant street environment experienced by a majority of occupants and visitors of the area. The design elements of these guidelines should be implemented as a means of improving pedestrian circulation between downtown and the BART area, and of improving the overall appearance of the area, regardless of the presence or timing of private development.

Most of the streets in the study area are existing streets; very few new or reconfigured streets are proposed by this TOD Strategy. Implementation of these guidelines must take into account the cost and difficulty of disrupting existing conditions. The guidelines, therefore, are not rigid requirements. Adaptation of existing conditions should occur wherever possible rather than reconfiguring the streetscape entirely.

In particular, because of the expense involved with reconstructing existing storm drainage infrastructure, all improvements recommended by the guidelines assume that existing curbs and gutters are retained. Where bulbouts are recommended, it is assumed that study of existing gutter and drain configurations will be conducted, and that drainage will be accommodated by bulbout design.

Many elements of streetscape design should be consistent throughout the study area, while other elements may be more appropriate to particular street types. To assure this consistency, if private development constructs areas of the public environment the design must correspond with the goals and requirements of these guidelines.



An interesting, attractive, safe and successful pedestrian environment throughout the study area is the goal of the design guidelines.

SIDEWALK CONFIGURATION

The streetscape design proposed by these guidelines is concerned mostly with the pedestrian zone between the curb and the building wall. This zone may be contained completely within the public right-of-way or may cross into the parcel. The pedestrian zone is composed of three parts:

- Curb Zone – this contains the elements that separate the sidewalk from the street and provide the necessary infrastructure to support pedestrian and motorist activity, including lighting, signage, furnishings, trees, and other vertical elements, as well as bulbouts;
- Pedestrian Circulation Zone – this area is where pedestrian circulation occurs, and must be kept clear of obstruction; specific widths are listed in the guidelines for each street type (see below);



Corner bulbouts reduce the intersection crossing distance for pedestrians and provide additional streetscape amenity opportunities within the pedestrian zone.

- Building Zone – this area is immediately adjacent to the building wall; depending on the width of the overall pedestrian zone, the building area may contain amenities such as seating, merchandise displays, planting or architectural elements of the building, as long as these do not interfere with pedestrian movement.

BULBOUTS

Sidewalk extensions, or “bulbouts,” should be provided at all appropriate intersections to improve pedestrian safety at street crossings, increase transit efficiency and ridership, and provide space for pedestrian amenities. Drainage systems, transit turning requirements, parking lanes and right-of-way restrictions must be taken into account when determining appropriate locations for bulbouts.

Three types of bulbouts should be considered:

- Corner bulbouts: these extend into the street the distance of adjacent parking spaces, whether parallel or angled. They provide easier and safer street crossings for pedestrians by shortening the total street crossing distance. This is particularly important at unsignalized and wide (multi-lane) intersections. At signalized intersections, bulbouts have an added benefit of allowing slightly shorter signal cycle timing, thereby potentially improving traffic flow.
- Transit bulbouts: these are similar in function to typical corner bulbouts, but are longer to allow boarding and alighting from front and rear doors of buses, and placement of transit shelters and other furnishings that enhance the experience of transit riders.
- Mid-block bulbouts: these provide added sidewalk space for seating, planting, outdoor dining, furnishings and other amenities. They also provide opportunities for mid-block street crossings where appropriate. Their length depends on location.

PLANTING

Street trees should be provided on all streets. They should be planted in the curb zone unless the width of the sidewalk and/or right-of-way prevents planting in that area. In such narrow areas, the City should require street tree planting within the front setback of private parcels if possible.

Tree species should be appropriate for an urban environment, with the following criteria:

- Drought tolerance;
- Ease of maintenance;
- Non-invasive roots;
- High canopy in retail areas to allow storefront visibility;
- High water table tolerance.

Street tree species should vary between street types, but be consistent throughout sub-areas (see specific area guidelines below). Variations that may be considered to create distinction between districts could include:

- Seasonal color
- Form
- Size at maturity.

Shrub and groundcover planting in planting strips also should be consistent within sub-areas. Species chosen for planting strips should follow the criteria above for street trees. Planting in planting strips must not exceed 24’ in height and must be contained within the confines of the planting strip area. Means of crossing planting strips for motorists parked adjacent to the strips must be provided.

Retain distinctive, mature specimen trees wherever possible to take advantage of their size and historical significance.

Design Guidelines

PAVING

Sidewalks, including the extension of public sidewalks within the setback area of a parcel, should be concrete. Since matching of colors and patterns can be difficult when future maintenance or repairs are conducted, special coloring, stamp patterns and special scoring patterns should be avoided.

Special paving, such as unit pavers, patterned or textured concrete, etc. may be used within corner bulbouts to differentiate them from the sidewalk and highlight their pedestrian refuge function at intersections.

STREET FURNISHINGS

Street furnishings include all of the various elements that typically are placed along sidewalks for the use and comfort of pedestrians and for the functioning of utilities and services. Street furnishings include:

- Seating
- Trash receptacles
- Newspaper racks
- Bicycle racks
- Tree grates
- Tree guards
- Bollards
- Planters
- Kiosks and flower stands
- Signage and wayfinding elements
- Transit shelters
- Parking meters
- Utility and service devices (e.g., traffic signal controls, mail boxes, fire hydrants, etc.)

The following design criteria should be applied to the selection of furnishings:

- A design expression that is appropriate to the street and place, with consideration for the historic and contemporary character that exists side-by-side throughout most of the

study area;

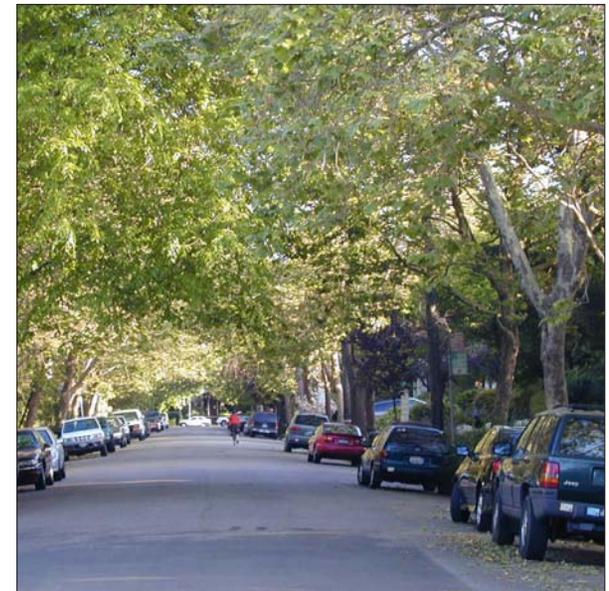
- A coordinated design expression between all or most furnishing elements to provide unity and continuity, based on street type;
- Design that is user-friendly, but does not encourage loitering or, in the case of seating, reclining;
- Ready availability from established manufacturers to avoid expensive custom fabrication and assure ease of replacement;
- Durability and ease of maintenance;
- Recycled content;
- Utility and service devices should be painted and/or designed to match other furnishing items.

In addition to the design criteria above, the following criteria should be used to determine placement of furnishings:

- Install furnishings in the curb area and corner bulbouts;
- Provide 18" clearance from the outside face of the curb;
- Provide 4' clearance from driveways, curb cuts, sidewalk ramps and blue zone parking;
- Provide 5' clearance from fire hydrants;
- Provide 3' clearance between furnishing elements unless designed or intended otherwise;
- Do not block access to emergency, utility or service features (e.g., fire escapes, standpipes, etc.);
- Adhere to ADA, building code and city standards;
- Utility and service devices should be placed on side streets wherever possible, and their quantity minimized as much as possible (e.g., through use of below grade vaults).



Mature specimen trees add distinction to the streetscape, even if the species is not consistent with a standard street tree or other planting palette.



Trees that form a canopy over the street tend to provide a traffic calming effect even without reducing street width.



Transit shelters tend to be the largest elements of the street furnishings palette, and offer image- and place-making design opportunities



Special paving of public sidewalks should be avoided: it is difficult to maintain and repair with matching effects.

LIGHTING

Appropriate lighting creates an appealing and safe nighttime environment while meeting functional needs for vehicular and pedestrian circulation. Lighting design must follow these criteria for all areas:

- Roadway illumination levels must be provided that are suitable for safe vehicle operation at the design speed of the street;
- Consideration should be given to the use of luminaires that provide white light, rather than yellow light. White light renders colors of people and objects more naturally and attractively than other light. If the operational costs of using white light luminaires is greater than that of other lighting, strategic placement in retail and other high-volume pedestrian areas will improve the nighttime environment by making the street feel more secure and attractive;
- In the daytime, poles and fixtures must be attractive and complement the character of the street and building environment. Pole and fixture design should vary by street type;
- A visible light source provides a strong rhythm of lights for a street and unifies the nighttime streetscape environment. Shielding or directionality should be provided to avoid glare into adjacent buildings and to preserve dark sky goals and requirements.

The design and color of lighting poles and mast arms, as well as traffic signal poles and mast arms, should be coordinated with other elements of the street furnishings.

TREE GRATES & GUARDS

All new or transplanted trees located in paved pedestrian areas must have tree grates that increase the usable sidewalk area and protect the tree's roots. Grates must meet ADA

accessibility standards. City standards require 4' x 4' minimum dimensions, and prefer 5' x 5' if space allows.

Tree guards must be installed in appropriate areas (see specific area guidelines below) to support and protect trees against vandalism and other damage. The design of tree guards must be compatible with tree grates and other furnishings. The design must be strong and durable, and appropriately sized to avoid damage to the tree as it reaches maturity.

TRASH RECEPTACLES

Trash receptacles should be located at all street corners in areas of increased pedestrian circulation. In areas of lesser pedestrian activity, two trash receptacles should be placed at diagonally opposite corners of each intersection.

BICYCLE RACKS

In the downtown retail core, two to three racks should be placed on each side of the street in each block (approximately 150' apart). Racks must be placed in the curb area and not obstruct the sidewalk when bicycles are locked to them. A minimum of two bicycles should be accommodated by each rack, with bicycles oriented parallel to the sidewalk.

BOLLARDS

Bollards must be located at all sidewalk bulbouts where the crosswalk meets the edge of the bulbout, providing additional safety from turning vehicles and providing additional light in the bulbout area. The design and color of the bollards must be coordinated with other lighting and furnishings.

Design Guidelines

PARKING METERS

Grouped meters should be used to minimize the quantity of meters on the streets. If these are not desirable or do not meet city standards or requirements, two meters should be mounted on one pole. Meters should be placed on streets or blocks according to the Parking Strategy.

TRANSIT SHELTERS

Transit shelters provide several benefits to the streetscape, including improving the experience of transit riders, adding an attractive element to the streetscape and providing useful information, wayfinding and revenue features. The following features should be included in the design of transit shelters:

- Compatible with the character of the street and surrounding built environment;
- Provide shelter from wind and rain;
- Seating;
- Transparent to allow users to feel safe;
- Provide a minor presence on the street and not be too bulky;
- Constructed and sited to minimize visual obstruction of adjacent businesses.

Shelters can be custom designed or stock products. Coordination must be made with AC Transit on design requirements and location.

SIGNAGE

A current challenge within the study area is recognizing that the linkage between the downtown core and the BART station is close and easy. Although streetscape improvements such as those on W. Estudillo Avenue have been made to facilitate pedestrian connections, there is no coherent or clear system of signage to direct pedestrians, bicyclists or motorists to area destinations. A coordinated signage program is needed to assist visitors and residents in the use of the improved environment envisioned by this Strategy, ensuring that information is

available to direct people in the direction of the many future amenities available to them.

The signage system should achieve the following objectives:

- Direct pedestrians, bicyclists and motorists to major area destinations, especially the downtown core and the BART station;
- Promote transit use by indicating the location of transit stops and facilities and system routing;
- Facilitate traffic flow by directing drivers to destinations such as roadways and parking;
- Contribute to the identity of the study area as a whole through coordinated design with street furnishings and planting;
- Avoid visual clutter through the creation of efficient and clear signage that does not require a large amount of repetition.

WAYFINDING SIGNS

Signs that direct and inform pedestrians, bicyclists and motorists should be consistent throughout the study area, regardless of the street type or land use. Typography, graphics, form, illumination and mounting should be compatible with the design of area street furnishings.

The design should be appropriately scaled to the various modes and speeds of travel. In coordination with BART and AC Transit, this signage should be incorporated into the BART station and bus shelters.

REGULATORY SIGNS

Many of these signs have required design standards (such as the red octagon stop sign). These should remain as stock items, but their stanchions (poles and mounts) should be of a material and color that relates to other signage and streetscape elements of the study area.

BANNERS

Banners can enliven the environment and provide important information. However, to avoid visual clutter, they should be limited to East 14th Street, Davis Street and San Leandro Boulevard between San Leandro Creek and Williams Street. Mounting arms should be integral to the design of street light poles in these areas.



Even minor signage can contribute to a sense of place, identity and overall quality of the built environment.



Building siting should create a well-defined streetwall and allow adequate space for active sidewalk use.



Discontinuities in the streetwall should contain space that is part of the streetscape, such as plazas or courtyards.

Buildings & Parcels

Building and Parcel guidelines apply to new building and site improvements. Major renovations and buildings undergoing facade improvements should comply as much as possible with the intent of these guidelines. These guidelines pertain to development facing public streets and pathways that follow the street right-of-way grid.

BUILDING SITING & USE

Building siting should result in a pedestrian environment that is:

- Well-defined – a streetwall of building facades and landscape creates a three dimensional, public streetscape space.
- Unambiguous – the boundaries of the public space clearly separate public and private environments.
- Generally uniform – the streetwall does not have large gaps that create discontinuities; where gaps occur, the space they contain is part of the public environment.

OBJECTIVES

Buildings should not be sited deeper into the parcel than the front setback line. Maximum and minimum front setbacks have been established to create a defined streetwall condition. Where plazas or similar spaces are desired, maximum front setbacks may be altered.

Where side yard setbacks occur, landscape elements such as a wall or fence should be constructed parallel to and aligned with the primary building facade.

The primary building facade should be parallel to the primary street and sidewalk.

The more active uses of a building should be sited adjacent to public spaces such as streets,

walks and open spaces. Such uses include retail showrooms, dining rooms, lobbies, commercial kitchens, etc. Facades fronting on these public spaces should be lined with windows and doors to maximize the visual connection between the indoor and outdoor public uses (see Building Design, below).

Structured parking should be located behind, or “wrapped” by street-fronting uses wherever possible.

SITE & BUILDING ACCESS

Entries to buildings and parcels should concentrate pedestrian activity on the public streets and minimize conflicts on sidewalks between pedestrians and vehicles.

OBJECTIVES

The main building entry should face the primary street on which the building is located.

Lobbies for residential buildings and the residential component of mixed use buildings should be accessible from the primary fronting streets. These entries should be clearly defined and distinct from other uses of the building.

All building uses, including upper floor uses, should have direct pedestrian access from the primary facing street. Secondary pedestrian access may be gained from rear, side or interior areas of the parcel.

On-site surface parking is not allowed in areas of the parcel facing a public street. On-site parking should be provided behind, below or within the building.

No more than one curb cut should be provided per lot or project located on aggregated lots. For projects facing primary pedestrian circulation streets, secondary streets are the preferred location for driveways.

Design Guidelines

Parking and service access should occur from side streets rather than primary streets wherever possible. Service areas should not be visible from the primary streets, and should be screened from view from side streets and adjacent properties.

Driveways should be located 50 feet or more from intersections. Driveway widths should be no more than 20 feet.

Adjoining properties should share driveway access to on-site parking or service facilities to minimize vehicular impact on pedestrians.

Parking garage entries and driveways should not face T-intersections directly.

Loading areas should occupy no more than 20 feet of building frontage. Side streets and rear lot areas are preferred locations for loading areas. Where loading or other service is not possible from side streets or rear lot areas, commercial parking zones should be established at reasonable locations on the primary street.

BUILDING MASSING & HEIGHT

Buildings must be scaled to be supportive of pedestrian activity and sensitive to adjacent neighborhoods.

OBJECTIVES

All buildings, especially those with a frontage greater than 40 feet, should incorporate design elements that reduce the scale of the building and relate to the smaller scale of development typical of existing conditions in the downtown area.

Provide a minimum 12' high ground floor for multi-story buildings to provide adequate space for commercial uses and to create a scale that is more appropriate for a pedestrian environment.

On corner lot locations the architectural treatment of primary facades should continue around the corner to secondary facades. Building corners may be articulated with tower elements, primary entries, plazas, etc.

Building height and massing should be reduced on secondary streets where a transition to smaller scale uses, buildings or neighborhoods is required, and to avoid shadowing that prevents adequate solar access to adjacent buildings or parcels.

Roof design should be integral to overall building design. Roofs should provide an eave, rake or cornice that terminates the design composition of the facade.

Rooftop mechanical equipment should be screened by the roof or parapet.

BUILDING DESIGN

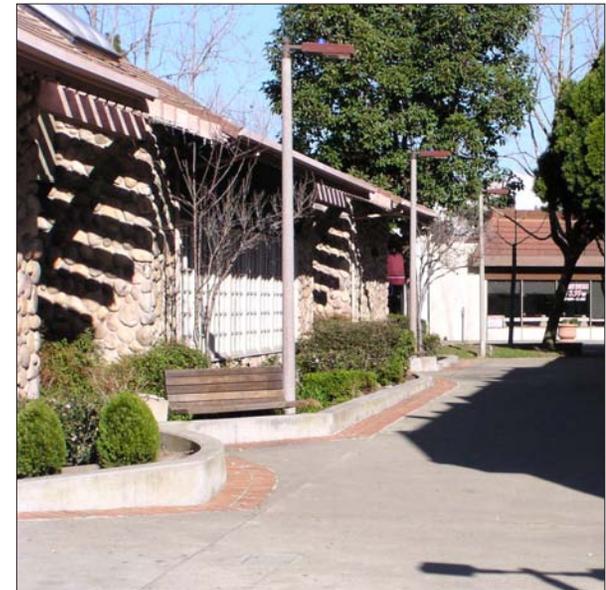
The most important component of building design for this Strategy is the interface between architecture and the public environment. In general, this interface occurs at the facade and in the functions that occur in rooms facing the street. Internal building functions are not treated by these guidelines unless they have pertinence to the public environment. A more detailed study of architectural guidelines for commercial retail buildings is being prepared independently of this Strategy.

WINDOWS & DOORS

Facades facing streets, pathways and public spaces should have large areas of transparent windows and doors that provide ample opportunities for "eyes on the street." Pedestrians feel safer and the street is more interesting if there is visible evidence of activity or occupancy within adjacent buildings, while retail cannot thrive without visibility.



Transparency and highly permeable ground floors help connect people inside and outside of buildings, providing a sense of security and engagement.



Retail windows and doors that are separated from the sidewalk do not promote a relationship with pedestrians.



Blank walls, such as on Hays Street, discourage pedestrians, are prone to attract graffiti and other blighting elements, and detract from the quality of the urban environment.



Well designed and well built buildings are attractive to pedestrians and promote a feeling of quality and investment in the city.

Clear or lightly tinted glass should be used to allow maximum transparency between inside and outside of a building. Uses that require privacy (such as residential or certain commercial uses) should consider placing more publicly-oriented or less-sensitive uses adjacent to windows facing active public areas. Shading devices, low-emissivity glazing and other measures that limit glare while allowing transparency should be used rather than using heavily tinted or opaque glass.

Retail uses (including restaurants, cafes and shops) should provide window walls or expanses of doors that open to the street to provide indoor/outdoor dining or shopping opportunities.

Structured parking facades should be compatible in design with adjacent buildings. Openings should be designed as typical fenestration, including sills, jambs, headers, etc. (glass may not be necessary on levels above the ground floor).

Distinction should be made between primary entries and secondary entries. Primary entries should be expressed clearly through massing and/or ornamentation.

Windows on facades that overlook adjacent residential uses should be oriented to restrict views into private yards or homes.

DESIGN DETAIL

Facades must be articulated, not blank. Fenestration, overhangs, alcoves, materials and other design elements that provide shadow lines and scale create visual interest from the street and sidewalk. Most blank or undetailed walls do not provide sufficient interest to enhance the pedestrian environment.

Entries to ground floor retail spaces should be recessed into the building massing to articulate the entry and provide refuge from the pedestrian activity on the sidewalk.

Awnings and other attached shading devices may be different in design or scale for the ground floor than for upper floors, in order to provide articulation for the ground floor and pedestrian environment.

Exterior building lighting should be integral with and proportional to the building design. Fixtures should be shielded and directed downward to prevent glare for pedestrians, motorists, cyclists and neighbors.

Building operations elements such as garbage receptacles, utility meters and mechanical equipment should be contained within the building envelope, screened from public view or installed below ground.

MATERIALS & CRAFTSMANSHIP

Materials and craftsmanship are important elements that convey quality, longevity, commitment and pride. Since a variety of materials and styles exist in the study area today, specific materials are not required by this Strategy. However, durable materials that are well manufactured and well constructed should be used on all public-facing facades, if not throughout the building.

Reflective materials, such as mirrored glass, highly polished stone or tile, and large planes of light-colored surfaces, should be avoided to prevent discomfort and glare for pedestrians and neighboring uses.

SIGNAGE

Building identification and user signage should be compatible with the design and scale of the building.

Design Guidelines

Signs should be of a scale and design targeted primarily for pedestrians, while being legible to motorists. Address signage should be clearly visible for emergency responders.

Signs should not obscure architectural features such as columns, transoms, arches, etc.

Signage for ground floor tenants should not extend above the first floor.

Signage for multiple users of a single building or complex should be unified in design and placement.

A more detailed signage study for commercial retail buildings is being prepared independently of this Strategy.

PARCEL LANDSCAPE DESIGN

Like Building Design, landscape design is pertinent to this Strategy in those areas where it intersects with the public environment. In such areas the landscape must be designed to contribute to and be compatible with the public environment.

OBJECTIVES

Where areas of private parcels are publicly accessible, such as setbacks or plazas, they must be designed to accommodate the public. The landscape design must contribute to the public realm and not create a physical or symbolic barrier to access. The character of the space should be appropriate for the use or uses of the building, and the landscape design should be appropriate for the building design.

Where fencing or landscape walls are required or desirable, high quality materials and finishes that are compatible with the building design should be used. Chain link and razor

wire fencing facing or visible from publicly accessible areas is not allowed.

Private parcel landscape material must not interfere with use of adjacent public space, obscure entries or create security issues.

Accent trees should be planted within setback areas if space allows, but should not interfere with or compete in size or form with street trees.



Private parcel landscaping that is visible from the street should contribute to and be compatible with the overall streetscape environment.

Design Guidelines

Street Type Guidelines

There are four types of streets in the study area where new transit-oriented development is likely to occur, identifiable by a combination of character, land use and function. The guidelines that follow establish or reinforce the character of these streets, and seek to create consistent and distinct public space for each type. The street types are as follows:

COMMERCIAL MAIN STREET

Streets in the downtown retail core accommodating shoppers on pedestrian-friendly sidewalks, the movement of people and products on roadways, and bus and BRT vehicles and stations.

DOWNTOWN NEIGHBORHOOD STREET

Streets that connect the downtown core and the BRT stations with BART, link the study area to surrounding neighborhoods, contain a mix of uses and streetscape amenities that encourage pedestrian use, and accommodate a range of vehicles including bicycles, buses, and autos.

URBAN BOULEVARD

Streets that provide a high level of pedestrian amenity and linkage to key destinations, while also serving as high volume arterials for vehicle and transit traffic, with the potential for concentrations of high-density mixed use development.

VEHICULAR ARTERIAL

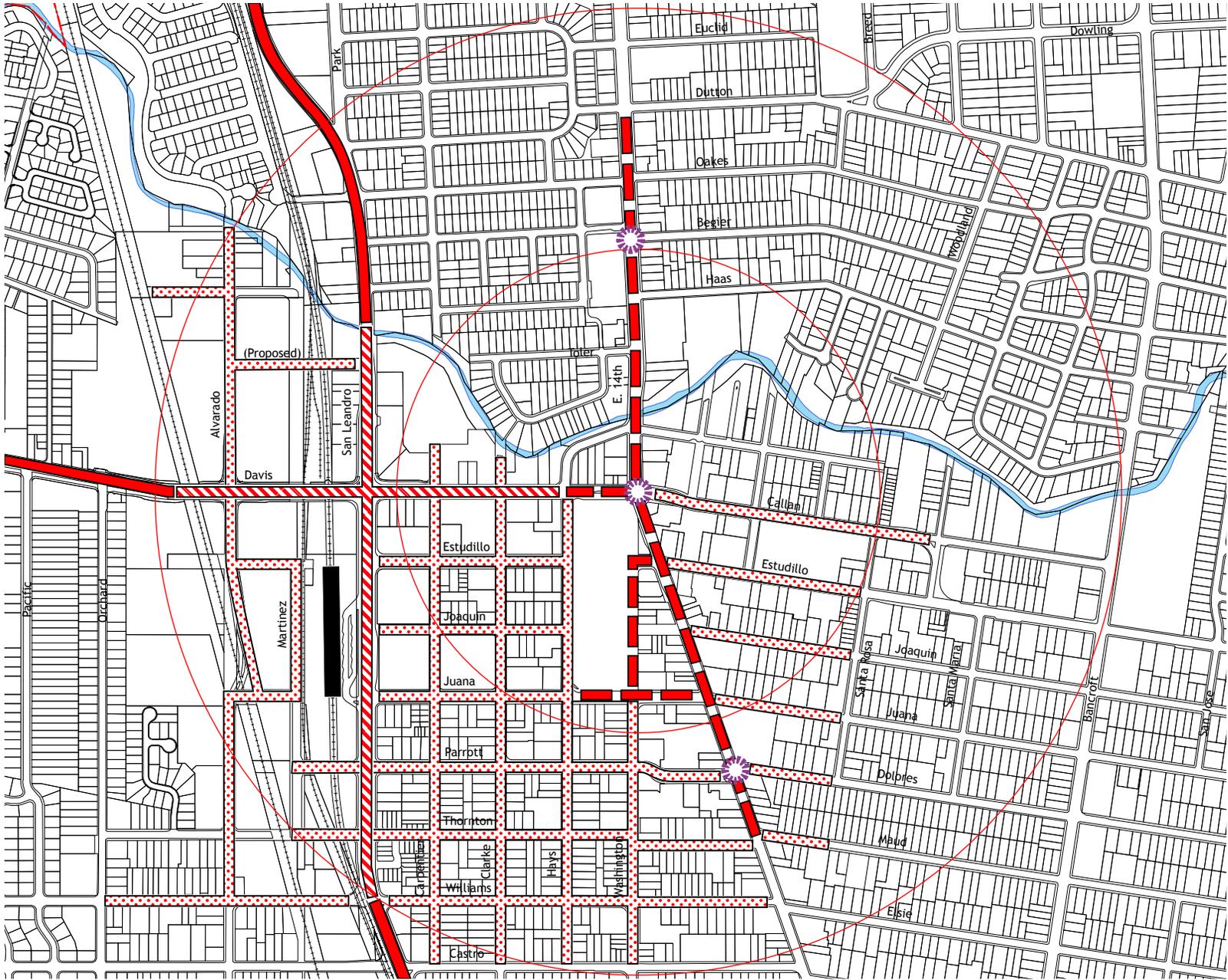
Streets whose primary function is the efficient movement of motor vehicles, allowing for convenient vehicular access to transit facilities, but that also provide a high quality pedestrian environment.

The following guidelines refer to the street types described above. Each street type has specific goals, policy requirements and recommendations in order to create and improve the character of the street space and reinforce its role as part of a transit-supportive environment. The text and graphics illustrate the relationship between buildings, the pedestrian environment and the roadway environment for each street type. These illustrations represent an optimal relationship between these elements for TOD in San Leandro. Modifications to specific streets should be based on these generalized illustrations to account for a variety of existing conditions.

Figure 8 Street Type diagram

Legend

-  Commercial Main Street
-  Downtown Neighborhood Street
-  Urban Boulevard
-  Vehicular Arterial
-  BART Track / Station
-  AC Transit Proposed BRT Station



Design Guidelines

COMMERCIAL MAIN STREET

Commercial Main Streets are found in the heart of the downtown retail core. The goal of this Strategy is to support transit movement on these streets, especially future BRT, and improve the street environment for pedestrians from narrow existing conditions. Commercial Main Streets generally will be lined with mixed-use structures containing ground floor retail with office and/or residential uses on upper floors. They are defined by a solid streetwall that is built to the edge of the sidewalk. Within the TOD Strategy area, the following street segments are of this type:

- East 14th Street between Dutton Avenue and Thornton Street;
- Washington Avenue between W. Estudillo and W. Juana Avenues;
- W. Juana Avenue between Hays and East 14th Streets;
- Davis Street east of Hays Street.

A special condition of the Commercial Main Street is located on East 14th Street between Davis Street and Toler Avenue. The goals and purpose of this segment match those of typical Commercial Main Street areas. However, the configuration of the west side of the street differs from the east side in order to create a strong, wide, clear link between downtown and the Civic Center. Specific requirements for this condition are noted as "Special Condition" below.

DESIGN GOALS

The goals for this street type are as follows:

- Promote pedestrian activity in the retail core;
- Support new and existing retail;
- Support BRT and other transit with improved pedestrian circulation to and from transit stops;
- Create a distinct identity for the retail core.

Figure 9 Commercial Main Street section, typical condition

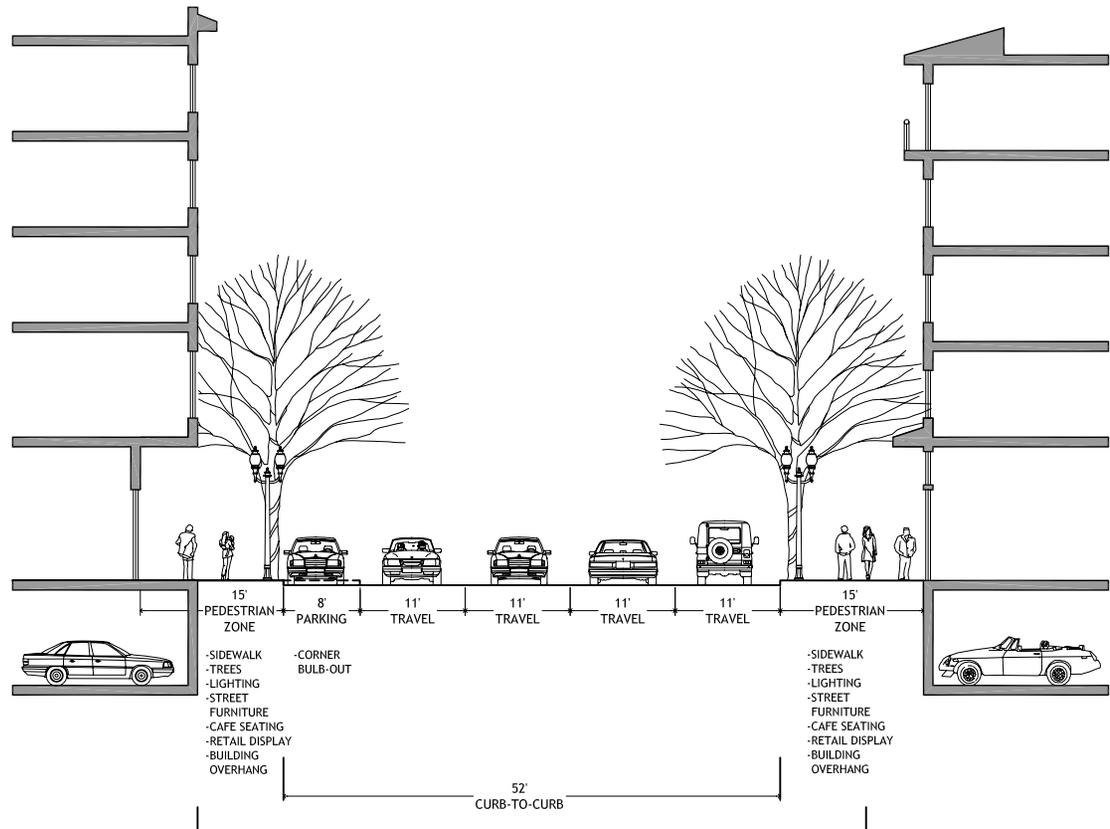
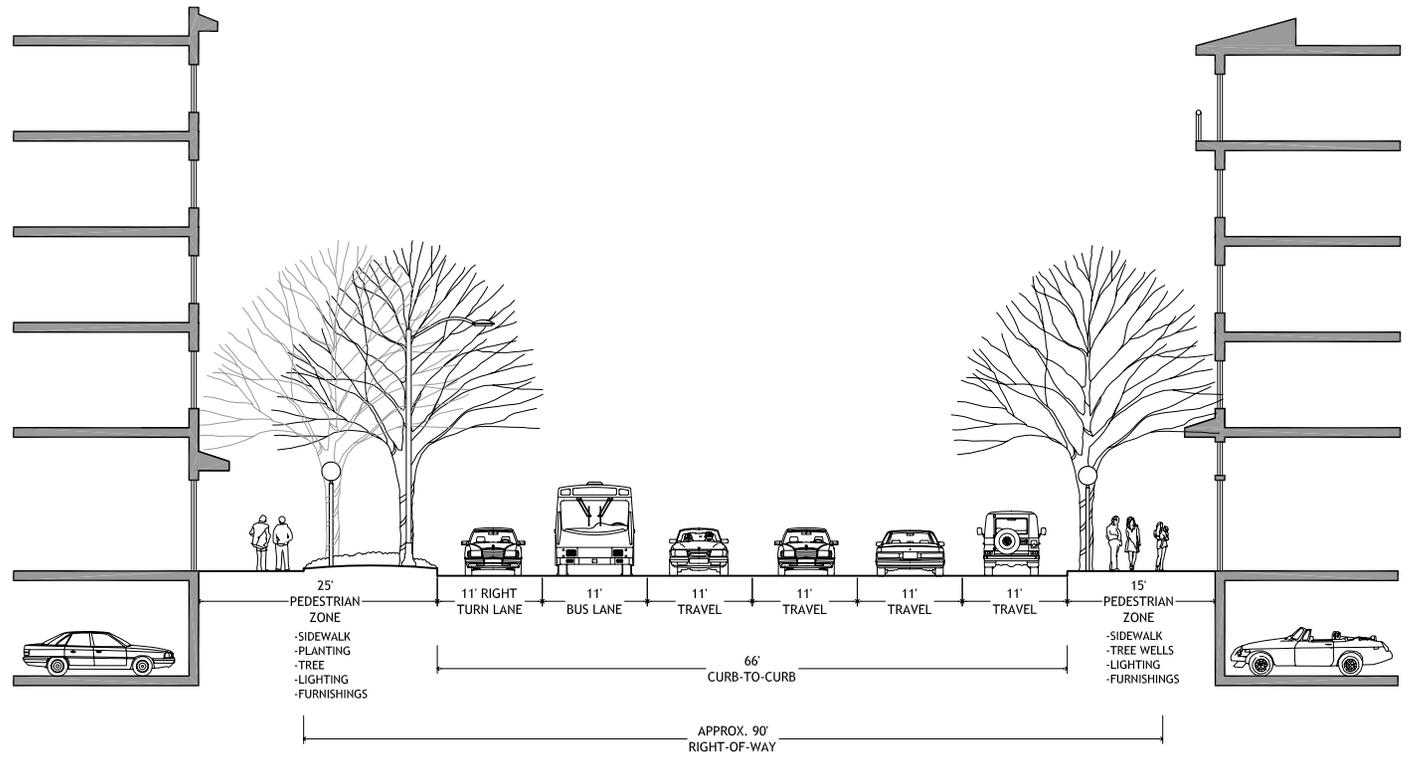


Figure 10 Commercial Main Street section, special condition



Design Guidelines

POLICY REQUIREMENTS

The following features and elements are common to Commercial Main Streets.

Roadway Configuration

- No proposed changes to existing right-of-way width (varies 67 feet to 90 feet) or curb-to-curb width (varies 48 feet to 67 feet);
- Corner bulbouts, with on-street parking, should be provided where possible at intersections in order to reduce pedestrian crossing distances and slow traffic at intersections;
- Parallel parking on one side of the street (alternating sides) between Davis Street and Parrott Street, as existing.

Pedestrian Zone Configuration

- Provide a 15' sidewalk fronting all new development to provide a wider sidewalk from current conditions, allowing pedestrians greater separation from traffic traveling along these streets.
 - o 6' minimum unobstructed walkway, located between the curb zone and the building wall;
 - o 4' maximum zone from inside face of curb, containing street furnishings and street trees;
 - o 5' maximum building zone that can be used for temporary installations, such as cafe seating and merchandise displays, but may not interfere with the unobstructed walkway area;
 - o The 15' sidewalk should wrap around the building at corner conditions and continue for the length of the parcel.
- Adjacent to BRT stations, an additional setback for a mini-plaza should be provided; 10' minimum, 30' maximum;

- Special Condition: provide a 25' pedestrian zone on the west side of East 14th Street between Davis Street and Toler Avenue.
 - o 6' minimum unobstructed walkway, located between the curb zone and the building wall;
 - o 14' curb zone containing street furnishings, street trees and other planting, merchandise displays, public art, etc.; areas within this zone could be paved with special paving to allow for pedestrian or commercial activities.
 - o 5' maximum building zone that can be used for temporary installations, such as cafe seating and merchandise displays, but may not interfere with the unobstructed walkway area;
 - o The east side of this segment of East 14th Street should correspond with the typical pedestrian zone conditions described above:

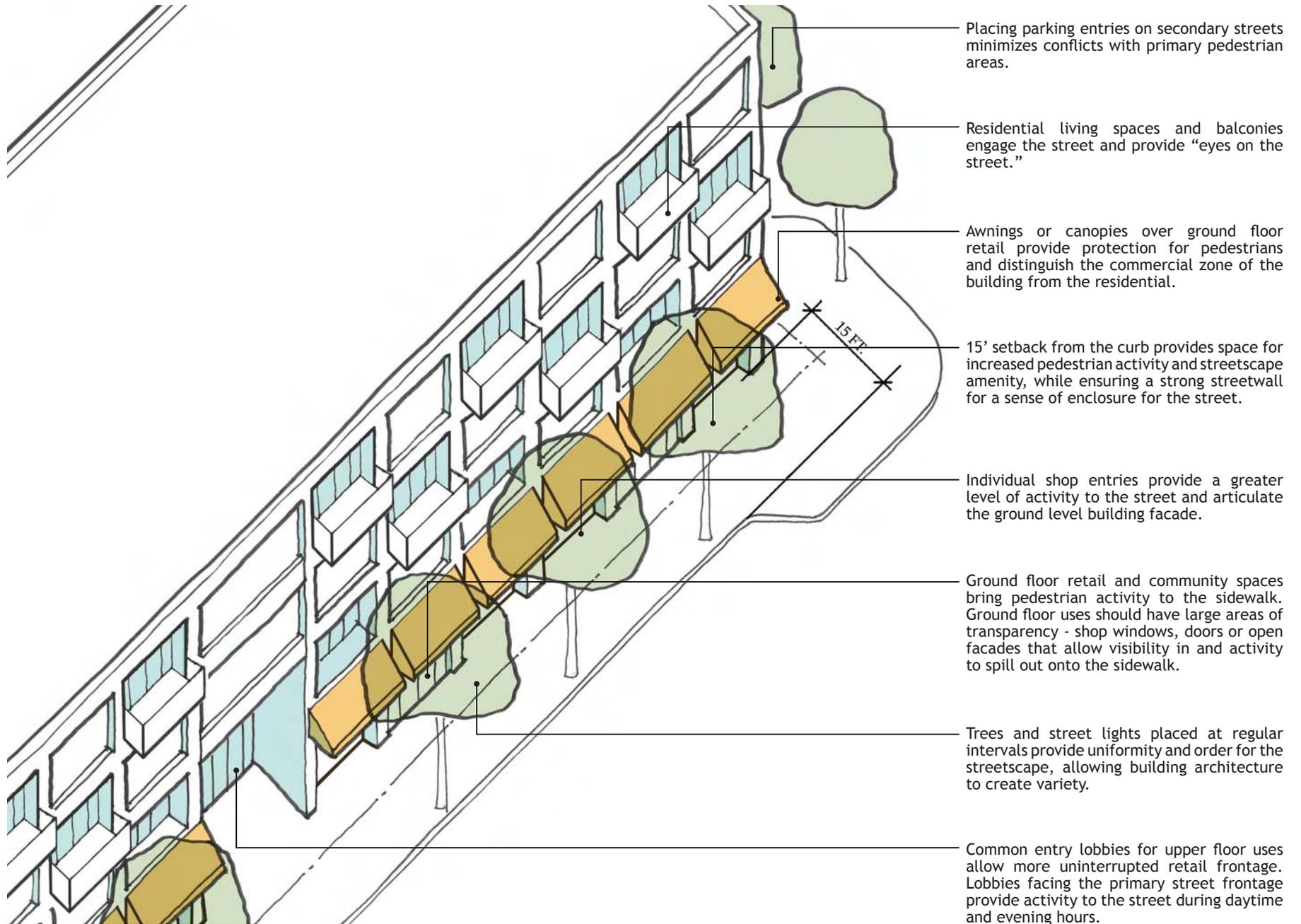


The pedestrian zone should provide a clearly defined curb zone for planting and furnishing, an unobstructed walkway, and few objects placed against the building wall.



Deep sidewalks with double rows of trees and extended areas of cafe seating or retail display areas define the Special Condition area of E. 14th Street north of Davis St.

Figure 11 Mixed-use building fronting Commercial Main Street



Planting

- Street trees in pavement areas should be planted in wells and provided with grates and guards;
- Street trees should be provided on all Commercial Main Streets:
 - Refer to City standards for species choice for East 14th Street trees;
- To maintain as wide and flexible a pedestrian zone as possible, groundcover and shrub planting should be avoided;
- Special Condition: street trees should match those in the Civic Center area in order to enhance the visual connection between the Civic Center and the downtown core.

Paving

- Pave the entire pedestrian zone with concrete, with the exception of tree wells and Special Condition planting strips.
- Mini-plaza areas may use special paving materials.
- Special Condition: paved space within the curb zone may use special paving.

Lighting

- The historical double acorn fixture currently in use adjacent to Pelton Center is an appropriate pedestrian-scaled fixture for use in all Commercial Main Streets.
 - White light luminaires should be used on these streets.
- If roadway lighting is required at intersections, a fixture compatible with the pedestrian light and pole fixture should be chosen. If replacement of existing light and pole fixtures is not possible, they should be painted to match the pedestrian fixture. The pole for these lights should accommodate banner mounting.
 - Roadway lighting should use cutoff luminaires.

- Special Condition: lighting fixtures on both sides of the street in this area should relate to the Civic Center area rather than the retail core.
 - Match the existing Civic Center roadway light fixture.
 - Pedestrian fixtures should be compatible with the roadway light fixture. A visible light source with white light luminaire should be used.

Building Massing and Height

- Upper floors of buildings may extend to the right-of-way. Provide 12' minimum clear height at the overhang. If columns are required to support the overhang, they may not protrude into the unobstructed walkway area.
- The ground floor of buildings should be located at sidewalk level.
- Special Condition: upper floor overhangs may not exceed 6' extension into the pedestrian zone on the west side of the street. East side conditions are the same as for typical conditions of this street type as described above.



Where building overhangs occur, columns and streetscape elements placed below the overhang must not obstruct the walkway.



Setbacks provide buffering and transition to high density (top) and lower density (above) residential.

DOWNTOWN NEIGHBORHOOD STREETS

Downtown Neighborhood Streets link the two hubs of the study area – the downtown core and the BART station – and connect the study area with surrounding neighborhoods. New development will include residential mixed-use structures that may have retail or office uses at the ground level facing the sidewalk. Retail uses such as restaurants, cafes, and shops that promote pedestrian gathering (bookstores, galleries, small theatres, etc.) will bring additional life to these street environments. The primary function of these streets is to promote pedestrian connections, especially between the downtown core and the BRT system and BART, by creating an enjoyable, interesting and safe environment on which to walk. Streets in this category include, in whole or in part, the following:

- Callan Avenue
- Estudillo Avenue
- Joaquin Avenue
- Juana Avenue
- Parrott Street
- Dolores Avenue
- Thornton Street
- Maud Avenue
- Williams Street
- Elsie Avenue
- Alvarado Street
- Martinez Street
- Carpentier Street
- Clarke Street
- Hays Street
- Washington Avenue

DESIGN GOALS

The goals for this street type are as follows:

- Promote pedestrian circulation between the downtown retail core and BRT stations and the BART station;
- Provide an attractive street environment for people who live and work on and use the streets;

- Create a distinct identity for these neighborhoods;
- Provide adequate lighting for security.

POLICY REQUIREMENTS

The following features and elements are common to Downtown Neighborhood Streets. Since right-of-way dimensions vary from street to street, the capacity of existing conditions to accommodate these requirements must be determined for each street.

Roadway Configuration

- No proposed changes to existing right-of-way width (varies 60 feet to 80 feet) or curb-to-curb width (varies 36 feet to 58 feet);
- With Class II or III bike facilities: Hays Street, Clarke Street, Estudillo Avenue, and Parrott Street;
- Provide a parking lane on both sides of the street:
 - o Angled parking (45 degree) on west side of Hayes Street and parallel parking on the east side;
 - o Parallel parking on both sides of Clarke Street, Joaquin Avenue, and Washington Avenue;
 - o Angled parking (45 degree) on one side and parallel parking on the other side of Estudillo Avenue and Parrott Street;
 - o Angled parking (60 degree) on one side and parallel parking on the other side of Juana Avenue.

Pedestrian Zone Configuration

Provide a buffer between pedestrians on the sidewalk and travel lanes of the street.

- Provide a planting strip between the curb and sidewalk;
- 6' minimum, 10' optimal concrete sidewalk:
 - o Maintain 6' unobstructed sidewalk clearance;
 - o The inside face of the sidewalk should be located at the property line.

Design Guidelines

- Where insufficient right-of-way exists to provide a 6' sidewalk and a planting strip, the planting strip may be replaced by trees planted in tree wells with grates. The grates must permit full accessibility, and permit a 4' minimum unobstructed walkway between the tree and the inside face of the sidewalk.

Alternative Roadway Configuration

On streets with adequate right-of-way width, an alternative roadway configuration could be developed. This configuration retains the pedestrian zone characteristics described above, but adds a planted median in the roadway. Four streets have a right-of-way width that may be suitable for this approach: W. Estudillo Avenue, W. Juana Avenue, Parrott Street and Alvarado Street. The effects of this approach include the following:

- Traffic calming: a single 10' - 12' travel lane would be provided in each direction of travel. This lane would be shared by motor vehicles and bicycles. The narrowness of the lane, its shared use, and edge conditions of a parking lane and a median serve as traffic calming devices;
- "Green" streets and open space: the median space could be planted with parallel rows of street trees that would create a shaded, cooling canopy over the street;
- Identity and placemaking: the canopy of trees and green median would create a signature image that would contribute to the identity of downtown San Leandro and the downtown neighborhoods. Since the streets with adequate width to install a median are among those that connect downtown and the BART station, this identity function would be experienced by a large number of people using these streets as pedestrian connectors between these destinations;
- Parking reduction: angled parking or the potential for angled parking is replaced by parallel parking in this configuration, with a

Figure 12 Downtown Neighborhood Street section

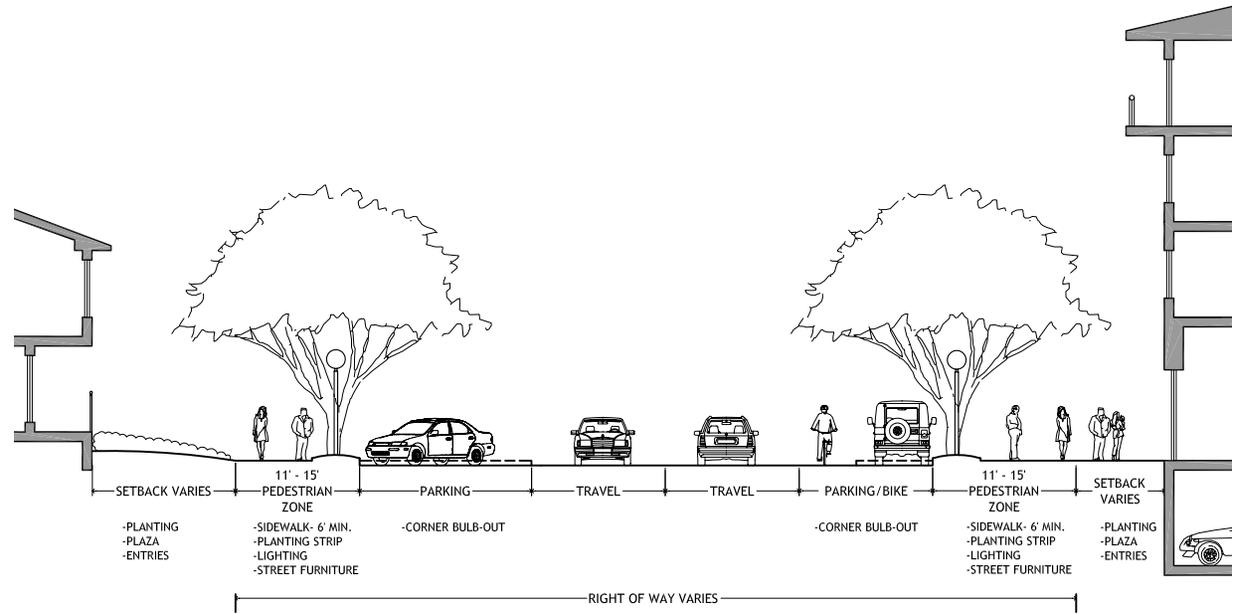
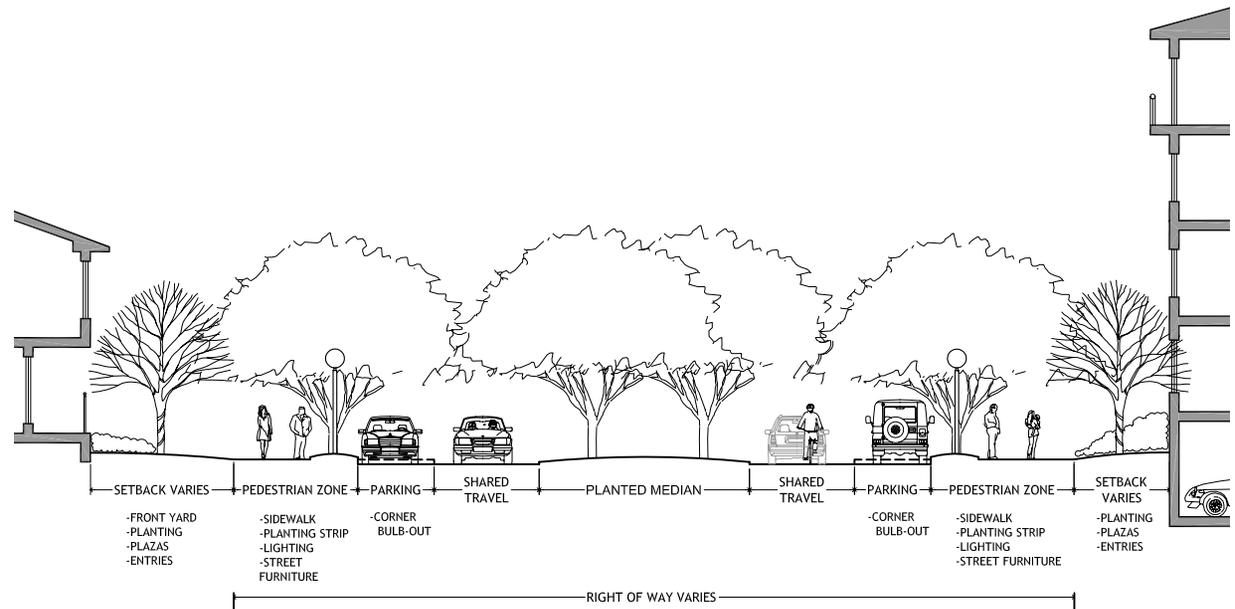


Figure 13 Downtown Neighborhood Street section, alternative configuration





Setback areas for retail use can be used for dining and other retail activities. Garden walls and planting can establish a strong edge to the pedestrian zone.



Where commercial uses are not set back, seating and other retail activities still can use the pedestrian zone, but adequate clearance for pedestrian circulation must be maintained.

subsequent loss of street parking. This loss would have to be factored into the overall parking strategy for the study area.

Planting

- Provide street trees in the curb side planting strips;
- A single tree species should be used on each Downtown Neighborhood Street:
 - All such streets may use the same species, or species may vary from street to street to create individual identity for each street;
- Planting strips longer than 20' must include a paved means for crossing from the sidewalk to the street.

Lighting

- A single pedestrian-scaled light fixture should be used on each Downtown Neighborhood Street:
 - All such streets may use the same fixture, or fixtures may vary from street to street to create individual identity for each street;
- If roadway lighting is required at intersections, a fixture compatible with the pedestrian light and pole fixture should be chosen;
- Pedestrian and roadway lighting should use cut-off luminaires;
- White light luminaires should be used on the primary BART-to-downtown streets: W. Estudillo, W. Joaquin, W. Juana and Parrott.

Building Siting

- Buildings with ground floor residential use must be set back from the property line 10' minimum, 15' maximum:
 - Stairs, stoops and porches should extend into the setback area to better activate the sidewalk area;
 - The setback area should be planted to provide a buffer between residences

and the sidewalk;

- 3' maximum height landscape walls may be constructed in the setback area;
- 7' maximum height ornamental fencing may be constructed in the setback area; fencing may be constructed on top of landscape walls if total height does not exceed 7';
- 10' maximum setback for mixed-use buildings:
 - Setback areas fronting ground floor commercial uses should be used for retail display, cafe seating, entry plazas and other active uses that extend the sidewalk environment to the face of the building;
- Mixed-use buildings with ground floor retail or other commercial uses may be built to the property line.

Building Massing & Height

- Ground floor residential should be elevated 5' maximum from sidewalk level to provide better privacy for residential uses. Townhouse buildings may have the first residential level higher than 5' to accommodate garage ceiling height.
- Ground floor retail and building entry lobbies should be located at sidewalk level.

Figure 14 Mixed-use building fronting Downtown Neighborhood Street

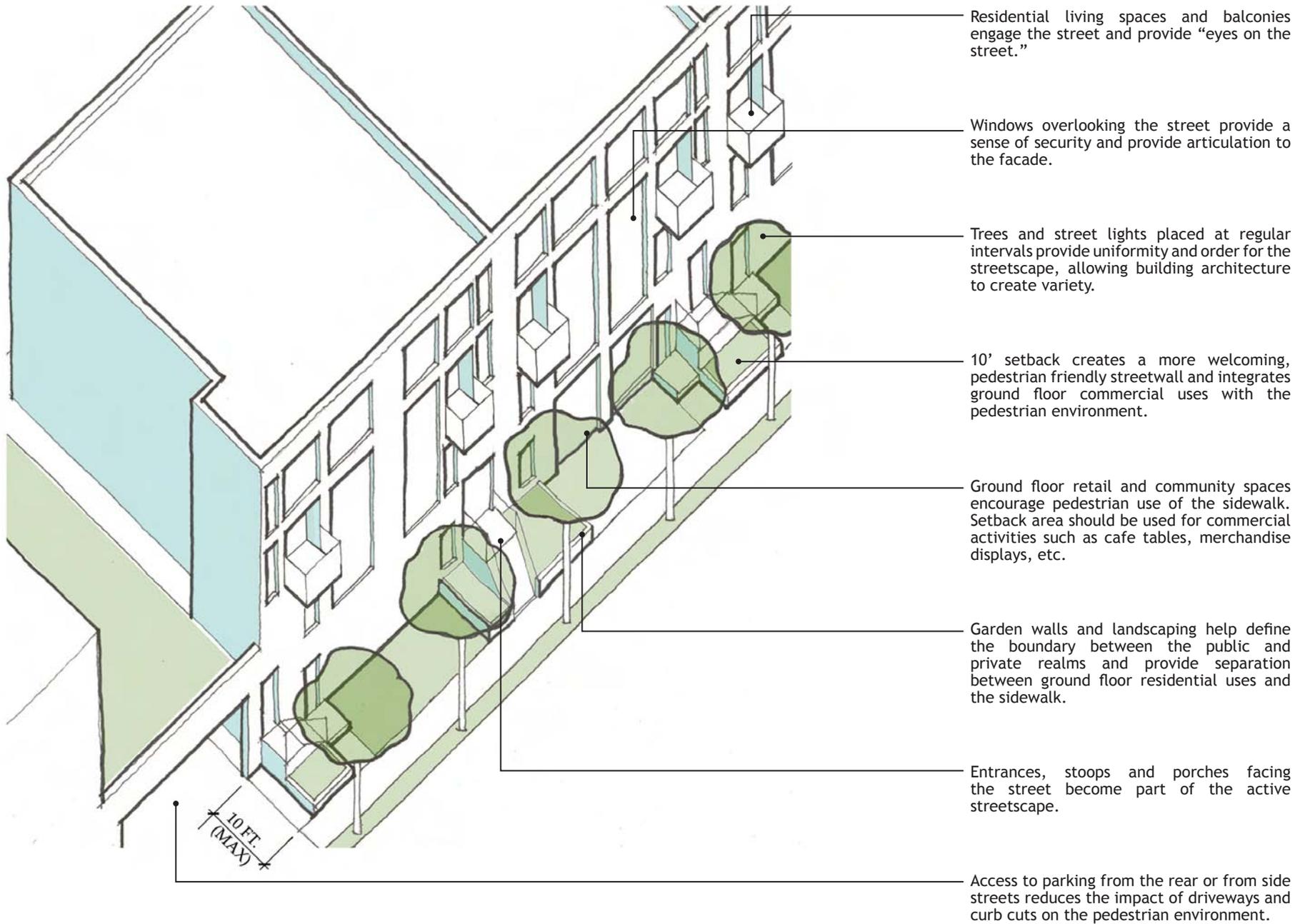
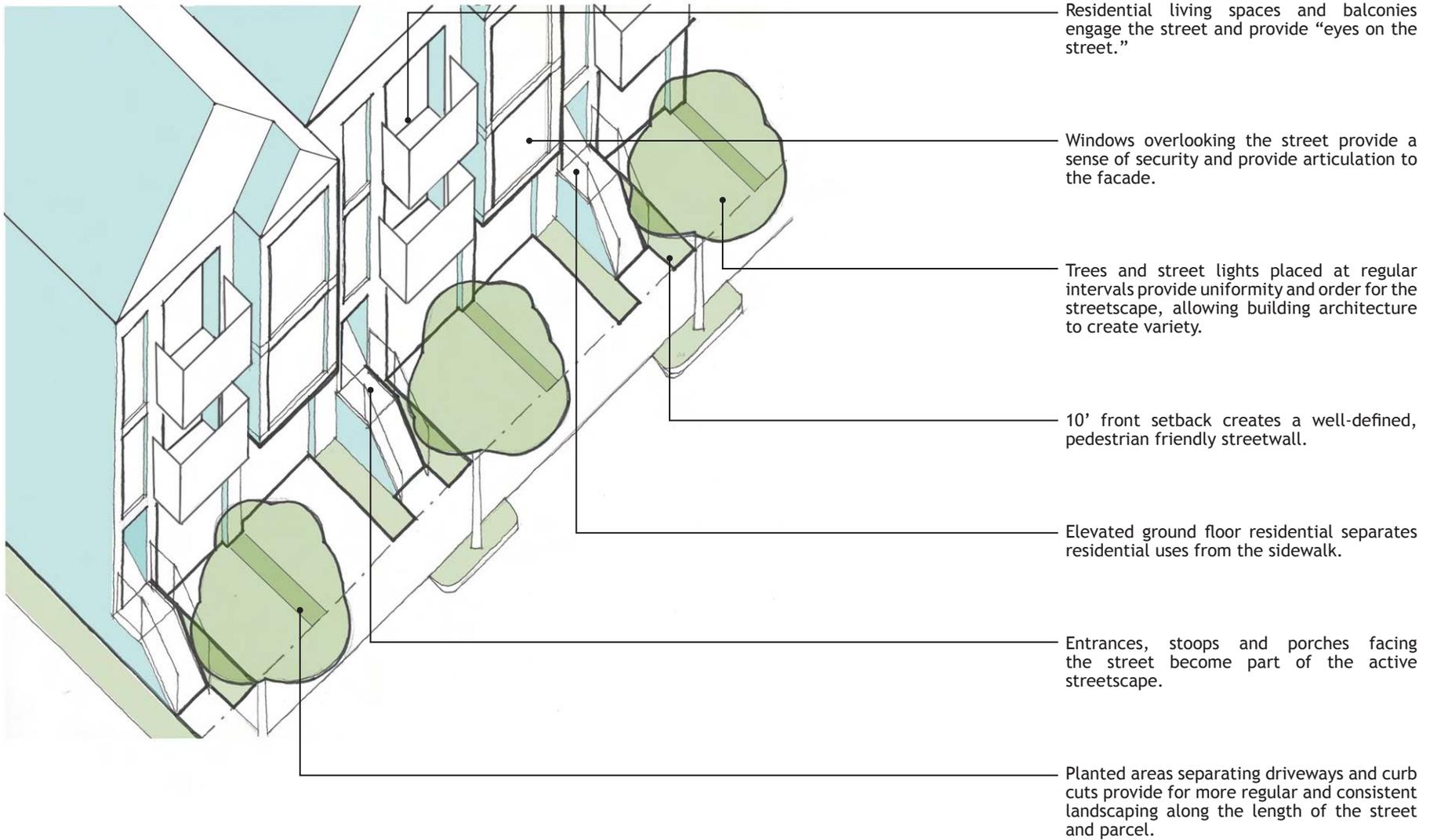


Figure 15 Residential townhouse building fronting Downtown Neighborhood Street



URBAN BOULEVARD

Two streets in the study area have a unique character but a similar function. These streets serve as vehicular arterials that also will serve as important pedestrian routes linking transit facilities and neighborhoods. Because of the likelihood of high and fast traffic volume, these streets must be designed with buffers between the sidewalk and the street, with adequate setbacks that encourage the placement of building entries facing them. The two streets are:

- San Leandro Boulevard between San Leandro Creek and Williams Street;
- Davis Street between the UPRR tracks and Hays Street.

Due to their different character, individual, rather than type-based, guidelines have been prepared for these streets.

SAN LEANDRO BOULEVARD DESIGN GOALS

The goals for San Leandro Boulevard are as follows:

- Eliminate barriers to easy and safe crossing;
- Provide an attractive street environment that encourages pedestrian use;
- Encourage new development to use the Boulevard as an address;
- Create a positive “front door” image for downtown San Leandro for BART riders;
- Facilitate transit vehicle movement to and from the BART station.

POLICY REQUIREMENTS

The following features and elements should be provided on San Leandro Boulevard between San Leandro Creek and Williams Street. Variation in these features due to traffic engineering requirements must be accommodated, especially at the intersection with Davis Street. However, engineering standards should be reviewed in light of the overall goals of the Downtown TOD Strategy.

Roadway Configuration

The 2001 *Central San Leandro / BART Area Revitalization Strategy* recommended reducing existing travel lanes from seven to five, and constructing a wide, park-like planted median in the center of the roadway. Although this would result in a beautiful arterial street for passing motorists, it would not be supportive of the goals of this Strategy, including increased pedestrian activity and new mixed use development near BART. The following guidelines conform to the roadway reduction goals of the 2001 Strategy, but modify them to accommodate better pedestrian usage of the Boulevard. Coordination will be required with AC Transit and BART to ensure efficient access to the bus transfer station, shuttle berths, and taxi and “kiss and ride” facilities at the BART station envisioned in the 2001 Strategy.

- No proposed changes to existing right-of-way width (varies 80 feet to 116 feet) or curb-to-curb width (varies 62 feet to 86 feet);
- 8’ parking lanes in each direction;
- 6’ bicycle lanes in each direction;
- Two 11’ travel lanes in each direction;
- Median with turn pockets;
- West-bound turn pockets could be provided at the following locations:
 - The proposed new street at the existing signalized intersection at the north end of the Creekside Plaza development;
 - Davis Street;
 - W. Estudillo Avenue, for BART station access;
 - W. Joaquin Avenue, for AC Transit buses only;
 - Parrott Street for access to proposed parking structures west of the BART station;
- East-bound turn pockets could be provided at the following locations:
 - Davis Street
 - W. Juana Avenue
 - Parrott Street
 - Williams Street.

Pedestrian Zone Configuration

A 15’ pedestrian zone is desirable to buffer pedestrians from traffic. Where the right-of-way is insufficient to provide this, a setback from the parcel line should be provided to accommodate the pedestrian zone width.

- 5’ planting strip between the curb and the sidewalk;
- 10’ concrete sidewalk.

Planting

- Provide street trees in the curb side planting strips;
- Provide matching trees in the front setback (see below);
- Planting strips longer than 20’ must include a paved means for crossing from the sidewalk to the parking lane.

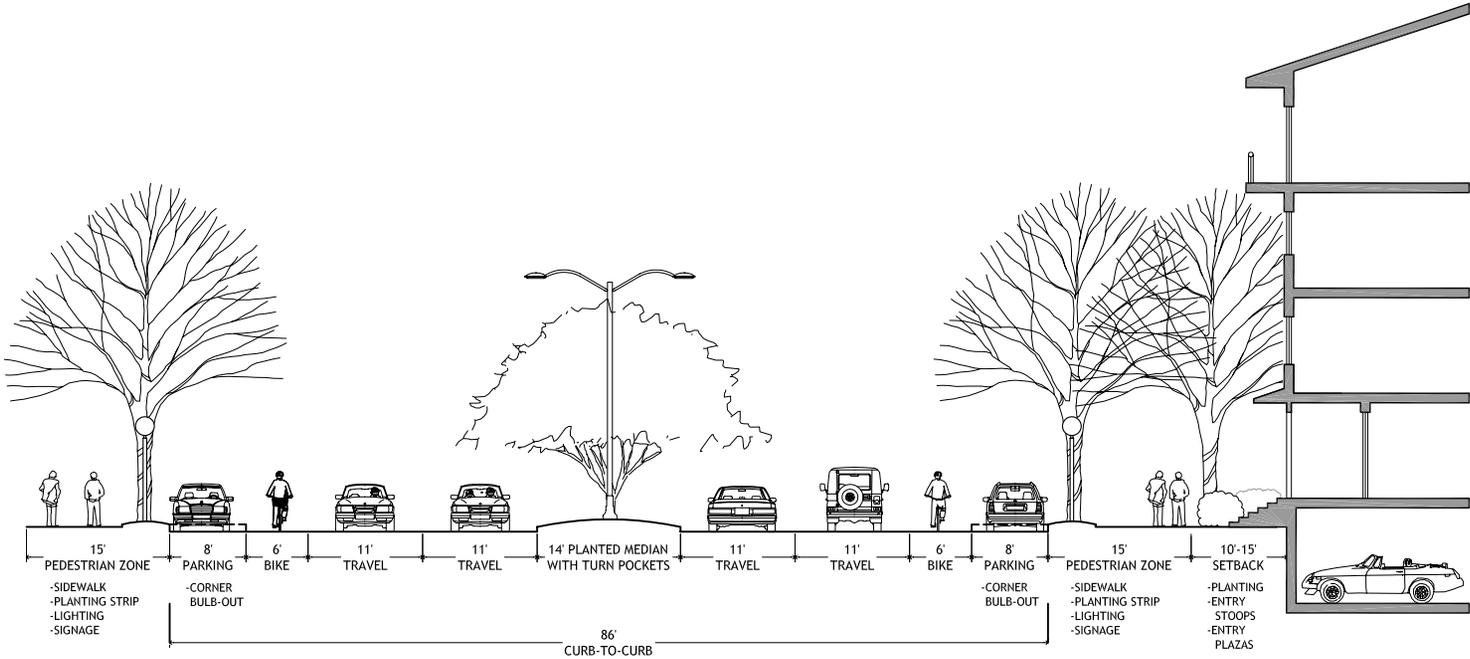
Lighting

- A pedestrian-scaled light fixture should be used for this part of the Boulevard:
 - White light luminaires should be used for pedestrian fixtures;
- Provide roadway lighting where required:
 - Banner-mounting capability must be included in the pole structure;
- A contemporary design for pedestrian and roadway fixtures is recommended, to be compatible with the modern aesthetic of the BART system.

Building Siting

- Buildings must be set back from the inside face of the sidewalk, 10’ minimum to 15’ maximum.
 - Setbacks may contain entry plazas, porches, stairs and stoops. Ground floor porches and stoops may extend into the setback 4’ maximum.
 - The setback area should be planted to provide a buffer between residences and the sidewalk.

Figure 16 San Leandro Boulevard section



Design Guidelines

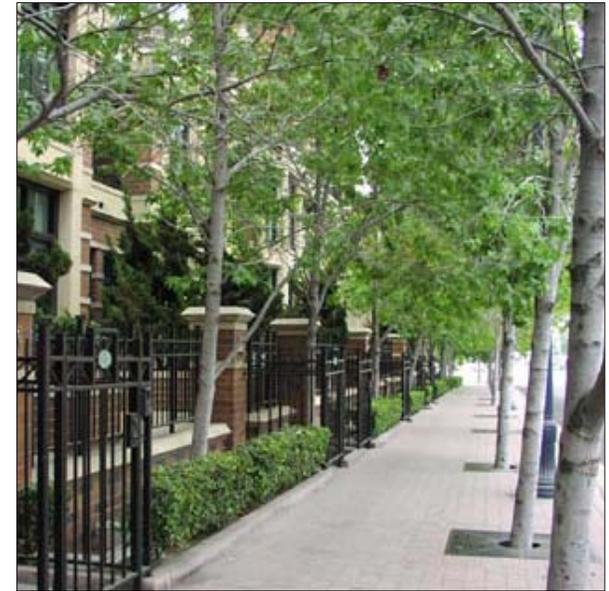
- o 3' maximum height landscape walls may be constructed in the setback area.
- o 7' maximum height ornamental fencing may be constructed in the setback area; fencing may be constructed on top of landscape walls if total height does not exceed 7'.
- Residential uses should face and enter from the Boulevard.

Building Massing & Height

- Ground floor residential should be elevated 5' maximum from sidewalk level to provide better privacy for residential uses. Townhouse buildings may have the first residential level higher than 5' to accommodate garage ceiling height.
- Ground floor retail and common building entry lobbies should be located at sidewalk level.



Creekside Plaza uses design techniques similar to these guidelines for parcels fronting San Leandro Boulevard.



Street trees and setback planting with matching trees creates an inviting pedestrian environment and a welcoming residential frontage.



Residential entry stoops provide a transition between public and private space, and help enliven the street environment.

DAVIS STREET

DESIGN GOALS

The goals for Davis Street are as follows:

- Provide an attractive street environment that encourages pedestrian use;
- Encourage new development to use Davis Street as an address;
- Create a positive “front door” image for motorists entering downtown San Leandro from the west;
- Facilitate transit vehicle movement to and from the downtown core.

POLICY REQUIREMENTS

The following features and elements should be provided on Davis Street between the UPRR tracks and Hays Street.

Roadway Configuration

- No proposed changes to existing right-of-way width or curb-to-curb width.

Pedestrian Zone Configuration

A 10' to 15' pedestrian zone is desirable to buffer pedestrians from traffic. Where the right-of-way is insufficient to provide this, a setback from the parcel line should be provided to accommodate the pedestrian zone width.

- 4' (minimum) to 5' planting strip between the curb and the sidewalk;
- 6' minimum, 10' optimal, concrete sidewalk.

Planting

- Provide street trees in the curb side planting strips;
- A City standard street tree should be used on this stretch of Davis Street to create a distinct identity as a downtown gateway street;
- Unless parking lanes are provided in the future, planting strips should not allow for pedestrian crossing to discourage crossing at unmarked areas.

Lighting

- Pedestrian-scaled lighting should be used on this part of Davis Street;
- Where roadway lighting is required, a fixture compatible with the pedestrian light and pole fixture should be chosen;

Building Siting

- Buildings must be set back from the inside face of the sidewalk, 10' minimum to 20' maximum:
 - o Setbacks may contain entry plazas, stairs and stoops. Ground floor porches may extend into the setback 4' maximum;
 - o The setback area should be planted to provide a buffer between the building and the sidewalk;
 - o 3' maximum height landscape walls may be constructed in the setback area;
 - o 7' maximum height ornamental fencing may be constructed in the setback area; fencing may be constructed on top of landscape walls if the total height does not exceed 7'.

Building Massing & Height

- Ground floor residential should be elevated 5' maximum from sidewalk level to provide better privacy for residential uses. Townhouse buildings may have the first residential level higher than 5' to accommodate garage ceiling height;
- Ground floor commercial and common building entry lobbies should be located at sidewalk level.

Design Guidelines

VEHICULAR ARTERIALS

Vehicular Arterial streets are responsible primarily for moving vehicular traffic. Typically, such streets are designed with only minimal accommodation for pedestrians. However, pedestrians often must use these streets, despite the unpleasant environment. Therefore, their design must encourage pedestrian use, allowing these streets to be part of the overall pedestrian system.

Vehicular Arterial streets are not typical in the study area, and due to their peripheral location they are not likely to see TOD projects. However, they are important to the Strategy due to their function in bringing people into the study area, including users of the transit systems and users and residents of the downtown area. The two streets of this type in the study area are:

- Davis Street west of the UPRR tracks;
- San Leandro Boulevard north of San Leandro Creek and south of Williams Street.

If new development occurs fronting these streets, the following goals and requirements should be considered:

- The most important design feature is separation of pedestrians from traffic. Provide a 4' minimum planting strip with street trees and low shrubs. Where possible, provide parking lanes and corner bulbouts;
- Roadway and pedestrian-scale lighting and street furnishings should be placed in the planting strip to ensure an unobstructed sidewalk;
- Setbacks should be determined by Zoning Code requirements.



East 14th Street at Civic Center is a good model of the Vehicular Arterial street, with good provisions for pedestrians and protection from moving traffic.



Continuous street trees and a parking lane provide a buffer for pedestrians against arterial traffic; generous landscaping creates a welcoming pedestrian environment.

4 | Project Team

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