Agenda

9:00 am  Session I

  Introductions

  Planning & Design Concepts

  Opportunity Areas Open House
    - Urban Greening
    - Connectivity
    - San Pablo Ave Built & Open Space

11:00 am  Session II (Repeat of Session I)
Related Planning Efforts
Integration With City-Wide Initiatives!

- San Pablo Specific Plan
- Climate Action
- El Cerrito Strategic Plan
- Pedestrian & Bike Update
- Urban Greenin Plan
- Ohlone Greenwa Plan
- General Plan Update
Strategic Action Plan

- Deepen a sense of place and community identity
- Foster environmental sustainability citywide
Climate Action Plan

– Increase economic base to create more jobs, encourage greater vitality and more pedestrian friendly economic activity

– Continue to invest in infrastructure that invites people to walk, bike and take transit in El Cerrito

– Increase and enhance urban green open space to protect biodiversity, conserve natural resources & water, foster walking and bicycling, and improve health & quality of life

– Develop alternative transportation outreach & incentive campaigns tailored to El Cerrito
General Plan

- **Quality development** with distinct destination areas, including commercial areas, civic center and community places.

- **New development in San Pablo Ave corridor** take place in mixed use activity centers & select perpendicular streets to allow more pedestrian environment.

- **Increased residential development** to enhance existing neighborhoods.

- **Access to balance automobile use with improved transit, bike and pedestrian opportunities**.

- **Preservation & enhancement of natural features**, trees, creeks, natural open spaces - and historical features.
Circulation Plan for Bicyclists and Pedestrians

Figure 14
Proposed Bikeways

Bikeways
Existing
Class I
Class II
Class III Shared Roadway
Bicycle Marking

Proposed
Class I
Class II
Class III Shared Roadway
Bicycle Marking
Class III Signage Only
Potential Future Bicycle Boulevard
Facility to be built by others

Bicycle Detection Improvements
Civic Building
School (K-12)
Highway
Arterial
Local Street
Fire Trail
AC Transit Stop
BART Station
BART

Creek drainage
Creeks and Drainage
Natural
Concrete
Earth (constructed)

Note: The City of El Cerrito makes no warranty, representation, or guarantee as to the content, sequence, accuracy, timeliness or completeness of any of the database information provided on the map.

City of El Cerrito
Circulation Plan for Bicyclists and Pedestrians
San Pablo Ave Specific Plan (2010 Draft)

• Balanced Transportation
• Appropriate Mix of Land Uses
• Context-Sensitive & Ecologically-Friendly Design
• Appropriate Transitions Between Existing Neighborhoods & New Development
• Intensification of Uses on Strategic Sites/Maximize Proximity to Transit

“A vibrant, cohesive and community-strengthening corridor”
San Pablo Ave Specific Plan – Going Forward

– Respond to key community and City Council desires
– More implementation focused
  • EIR (new)
  • Form-Based Code (new)
    – Unique, pedestrian & transit-oriented character/sense of place
    – Public-realm and private-realm standards
  • Integrate San Pablo Avenue Complete Streets element
Process Overview
Community Engagement Process
Community Engagement Process
What is Urban Greening?

Funded through a Prop 84 grant, the El Cerrito Urban Greening project aims to identify projects, policies & strategies to create an interconnected network of green spaces, accommodate infill growth and improve quality of life and environment for existing and future El Cerrito residents...
Urban Greening
Overarching Framework
Overarching Goals

- Environmental Sustainability
- Environmental Stewardship
- Community Identity
- Active Living/Transportation
- Economic Vitality

Primary Strategies

- Improve Connectivity
- Green Gateways
- Strengthen Ohlone Greenway
- Create Active Commercial Corridors
- Enhance Creeks
- Enhance/Expand Parks
- Address Higher Density Areas
- Foster Partnerships
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Supporting Policies, Programs & Projects

- Planting Palette
- Landscape Maintenance
- Pollinator Pathways
- re:Streets
- Trails & Paths
- Green Infrastructure
- Green School Yards
- Urban Agriculture
**Overarching Goals**

- Economic Vitality
- Community Identity
- Environmental Stewardship
- Environmental Sustainability
- Active Living/Transportation

**Primary Strategies**

<table>
<thead>
<tr>
<th>Improve Connectivity</th>
<th>Green Gateways</th>
<th>Strengthen Ohlone Greenway</th>
<th>Create Active Commercial Corridors</th>
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</thead>
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**Supporting Policies, Programs & Projects**

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<td>Urban Agriculture</td>
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Environmental Sustainability
Environmental Stewardship
Community Identity / Urban Form
Community Identity / Sense of Place
Active Living / Active Transportation
Economic Vitality
El Cerrito
Urban Greening
Vision Map

- City Limit
- San Pablo Avenue
- Specific Plan Area
- El Cerrito Park
- Park Outside El Cerrito
- Water
- Creek
- Destinations
- BART Line and Station
- Arterial Roads
- Major Gateway
- Secondary Gateway
- Gateway Corridor
- Bay Trail
- Wildcat Canyon Trail
- Ohlone Greenway
- Blue/Green Connection
- Existing Trail/Connection
- Potential Trail/Connection
- Mid-block Connection
- Strolling Street
- Planned/Proposed Greening Project

Note: Any opportunities on a private parcel will be dependent on property owner’s interest and consent.

10.09.2013
Data sources: El Cerrito GIS, Alta Planning, City of Berkeley GIS
Primary Strategies
Overarching Goals

- Environmental Sustainability
- Environmental Stewardship
- Community Identity
- Active Living/Transportation
- Economic Vitality

Primary Strategies

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- Green School Yards
- Urban Agriculture

Supporting Policies, Programs & Projects
Green Gateways

- Reinforce community identity and sense of place
Green Gateways

- Improve and highlight natural elements such as creeks and urban forests at major City entrances and gateways.
Enhance Creeks

- Celebrate creeks/riparian areas through enhanced landscaping, art, signage, etc
- Foster continued environmental stewardship
Enhance Creeks

- Create design guidelines for private projects that celebrate creeks as amenities
- Incentivize private development to daylight creeks
- Explore strategic acquisition of parcels to daylight & enhance access
Improve Connectivity

- Connect Green Belt to Blue Belt by creating strong ped-bike access to regional amenities & destinations
- Provide improved ped/bike access throughout City with on-street & mid-block paths such as mews, alleys, etc
- Improve & build upon trail and pathway network
Strengthen Ohlone Greenway

- Implement Master Plan
- Focus on connectivity to San Pablo Ave, BART stations & commercial & residential areas
- Develop nodes of activity along & adjacent to Greenway to enhance its use, character and safety
Strengthen Ohlone Greeway

- Enhance overall ecological features (e.g. native landscaping, bird and pollinator friendly plantings) and connections to creeks

- Develop specific projects and Greenway improvements that implement Urban Greening goals
Create Active Commercial Corridors

- Create active social gathering spaces and streetscape amenities to increase walkability & attract high quality private development
- Ensure new development enhances ped & bike connectivity & provides adequate open spaces
Create Active Commercial Corridors

- Complement streetscape improvements with variety of green multi-purpose open spaces (pocket parks & plazas)

- Program existing & proposed open spaces with various reStreet opportunities eg. commerce, play, pop-up gathering, etc
Create Active Commercial Corridors

- Landscape underutilized public ROW such as wide sidewalks to mitigate traffic & uncomfortable sidewalk edges such as parking lots
Enhance/Expand Existing Parks

- Enhance existing amenities and where possible add new facilities
- Integrate environmental benefits through restorative, resource-conserving landscaping
- Explore opportunities to diversify use & make parks more multipurpose
Address Higher Density Neighborhoods

- Enhance existing parks in higher density areas to be more multipurpose and higher quality (such as Central Park, Fairmont Park)
Address Higher Density Neighborhoods

- Consider the need for new parks, plazas and open space in multi-family and higher density neighborhoods
Foster Partnerships

- Work with Trail Trekkers, Friends of Five Creeks and others to steward creeks and Hillside Natural Area

- Work with Green Team, Friends of Five Creeks and others to reduce trash and litter

- Work with Community Garden Network, Garden Club to expand native plant & edible landscaping in neighborhoods
Foster Partnerships

- Identify & cultivate partnerships with NGOs to steward community responsive urban greening projects

- Partner with private property & business owners etc. to provide urban greening amenities
Opportunity Sites
Key Criteria for Opportunity Sites

- Address Multiple Urban Greening Strategies
- Include Green Infrastructure Opportunities
- Catalyze Economic Development
- Enhance Placemaking
- Include Implementable and Funding Eligible Projects
- Fulfill City Planning Goals and Policy Priorities
- Build on Community Stewardship
El Cerrito
Urban
Greening
Focus Areas

Citywide
1. Blue to Green Connections

Existing Parks
2. Ohlone Greenway - Portola to Schmidt
3. Ohlone Greenway - Gladys to Blake
4. Fairmont Park
5. Central Park
6. Creekside Park
7. Hillside Natural Area

Underutilized Land
8. El Cerrito Plaza
9. Conlon Avenue/ Key Boulevard
10. Cutting Boulevard/ San Pablo Avenue
11. Avila Street/ San Pablo Avenue

Street ROW
12. Ashbury Avenue
Focus Area Sites - Citywide
Focus Area Sites – Existing Parks

2. Ohlone Greenway - Portola to Schmidt
   Ownership: Public - City of El Cerrito

3. Ohlone Greenway - Gladys to Blake
   Ownership: Public - City of El Cerrito

5. Central Park and Adjacent Parcel at Central and Belmont
   Ownership: Private* and Public - City of Richmond** and City of El Cerrito
   *Any opportunities on a private parcel will be dependent on property owner interest and consent
   **Will require park partnership with the City of Richmond

6. Creekside Park
   Ownership: Public - City of El Cerrito

4. Fairmont Park and Adjacent Ohlone Greenway Segment
   Ownership: Public - WCCUSD and City of El Cerrito

7. Hillside Natural Area and Madera Property
   Ownership: Private* and Public - City of El Cerrito
   *Any opportunities on a private parcel will be dependent on property owner interest and consent
Focus Area Sites – Underutilized Land & ROW

8. El Cerrito Plaza
Ownership: Private* and Public - City of El Cerrito
*Any opportunities on a private parcel will be dependent on property owner's interest and consent

9. Conlon Avenue/Key Boulevard ROW and Vacant Lot
Ownership: Private* and Public - City of El Cerrito
*Any opportunities on a private parcel will be dependent on property owner's interest and consent

10. Cutting/San Pablo Avenue Vacant Lot
Ownership: Private** and Public - City of El Cerrito
*Any opportunities on a private parcel will be dependent on property owner's interest and consent

11. Avila Street/San Pablo Avenue Cul-de-sac
Ownership: Public - City of El Cerrito

12. Ashbury Avenue - Brighton to Lynn
Ownership: Public - City of El Cerrito
Overarching Goals

- Economic Vitality
- Community Identity
- Environmental Sustainability
- Environmental Stewardship
- Active Living/Transportation

Primary Strategies

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- Green School Yards
- Urban Agriculture
Supporting Policies & Programs
Active Transportation Projects
ATP Bicycle Network
Focus Study Areas

Key Boulevard

Intersection Improvements at:
- Key Humboldt
- Key/Conlon
- Key/Hill/Elm
Focus Study Areas: Potrero Avenue

Class II Bicycle Lanes and Class III Bicycle Route with Sharrows
- Bicycle Lanes between I-80 On-Ramp and Lexington Avenue
- Sharrows between Lexington and Lawrence
- Intersection improvements at San Pablo Avenue and Eastshore
Focus Study Areas: Fairmount Avenue

Intersection Improvements and Class III Bicycle Route with Sharrows

- Crosswalk improvements at Fairmount/Carlson
- Crosswalk improvements and traffic calming between Richmond and Albemarle
- Sharrows between Carlson and Colusa
Focus Study Areas: BART to Bay

Bicycle Route between Plaza BART and Bay Trail
  - Short-term and long-term recommended alignments
  - Cerrito Creek Path west of Belmont Avenue
  - Pierce Street two-way separated bikeway
  - Project within the City of Richmond
Focus Study Areas:

**East Side Bicycle Boulevard**

Blake-Everett-Norvell-Albmarle-Behrens Bicycle Boulevard
- Traffic calming improvements
- Bicycle wayfinding (signs and pavement legends)
- Low stress bicycle facility
Focus Study Areas:
Kearney Bicycle Boulevard
- Traffic calming improvements
- Bicycle wayfinding (signs and pavement legends)
- Low stress bicycle facility
- Phase 1 between Moeser and Fairmount
- Connects to proposed Kains Avenue bicycle boulevard in Albany
Focus Study Areas: Ohlone Greenway

Traffic Control Improvements and Curb Extensions/Raised Crosswalk
- Remove Path stop signs at Select intersections and add YIELD control for autos on Intersecting streets
- Install raised crosswalks, raised intersection, curb extensions, and/or median refuges, as appropriate
Focus Study Areas:
Citywide Wayfinding

-Wayfinding plan for East Side Bicycle Boulevard
-Examples of wayfinding signs for other bikeways and paths
Complete Streets
San Pablo Ave
Overarching Framework

• Utilize Complete Street Performance Measures – MMLOS
• Shift Mode – Towards pedestrians, bicyclists and transit
• Enhance Existing Modes (Pedestrians, Transit & Automobiles)
  – Connectivity (Along and Across)
  – Comfort & Environment
  – Destination (Stop, Pause, Park, etc)
• Introduce New Mode -Bicycle Facilities (where possible)
• Build on Recent Investments
• Enhance/Catalyze Economic Development
• Balance….
Complete Streets Concepts
Streetscape Design: Existing
Streetscape Design: Proposed
Streetscape Design: Proposed

- **C. UPTOWN**: Modify Peerless Avenue to receive traffic only (no outbound traffic).
- **B. MIDTOWN**: Convert Cutting Boulevard east of San Pablo Avenue from one-way to two-way.
- **B. MIDTOWN**: Create a separated bikeway along San Pablo Avenue from Lincoln Avenue to Potrero Avenue.
- **A. DOWNTOWN**: Provide bicycle sharrows along San Pablo Avenue south of Lincoln Avenue.
- **A. DOWNTOWN**: Provide midblock connections for pedestrians and cyclists with new crosswalks.
- **A. DOWNTOWN**: Enhance 72R bus stops with new bus platforms.
- **A. DOWNTOWN**: Provide bicycle sharrows along San Pablo Avenue north of Potrero Avenue.
San Pablo Avenue
A. Downtown Existing Streetscape
San Pablo Avenue
A. Downtown Proposed Streetscape Design
San Pablo Avenue
A. Downtown Existing Streetscape
San Pablo Avenue
A. Downtown Proposed Streetscape Design

14' Sidewalk
10' Parking/Bus Platform
11' Travel Lane/Sharrow
11' Travel Lane
15' Median/Turn Lane/Ped Refuge
11' Travel Lane
11' Travel Lane/Sharrow
10' Parking/Bus Platform
20' Sidewalk
San Pablo Avenue
B. Midtown Existing Streetscape
San Pablo Avenue
B. Midtown Proposed Streetscape Design
San Pablo Avenue
B. Midtown Existing Streetscape
San Pablo Avenue
B. Midtown Proposed Streetscape Design
San Pablo Avenue
B. Midtown Proposed Streetscape Design
San Pablo Avenue
B. Midtown Proposed Streetscape Design
Complete Streets
Traffic Analysis
Multi-Modal Level of Service (MMLOS) Performance Assessment

Now

Auto Level of Service

With Complete Streets Plan

<table>
<thead>
<tr>
<th>Mode</th>
<th>Built Environment</th>
<th>Travel Delay</th>
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<tbody>
<tr>
<td>Bus</td>
<td>Score + Score</td>
<td>Bus LOS</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>Score + Score</td>
<td>Pedestrian LOS</td>
</tr>
<tr>
<td>Bicycle</td>
<td>Score + Score</td>
<td>Bicycle LOS</td>
</tr>
<tr>
<td>Auto</td>
<td>Score + Score</td>
<td>Auto LOS</td>
</tr>
</tbody>
</table>

Multi-Modal LOS
Preliminary Analysis
Mobility Recommendations

Uptown (Del Norte BART): Convert Cutting to two-way traffic, eliminate second left-turn lanes on SPA, add to sidewalk widths, possible bike lanes

Mid-Town: Add buffered bike lanes, far-side bus platforms, and more SPA cross-walks (at intersections and mid-block)

Downtown: Provide sharrows and enhanced crosswalks
Existing Auto Level of Service (LOS), 2012
Existing Conditions, Del Norte BART Area

PM Peak Hour Queues
Existing Conditions, Mid-Town
PM Peak Hour Queues
Preliminary Analysis
Del Norte BART Area: Two-Way Cutting, Reduced Left Turn Lanes
(Includes Specific Plan land use plan)

Queues: Current Configuration
Queues: With Plan
Preliminary Analysis
Mid-Town: Buffered Bike Lane, Bus Platforms, More Crosswalks
(Includes Specific Plan land use plan)

Queues: Current Configuration
Queues: With Plan
San Pablo Ave
Open & Built Character
San Pablo Ave Specific Plan
Study Area
Form Based Code Outline

– Intent & Use of Code
– Overall Urban Design Framework & Vision
– Regulating Plan
  • Regulating Land Use
  • District Types / Transect Zones
  • Street Types
– Approved, Conditional & Prohibited Uses
– Building Development Standards
  • Regulation by Specific Districts
  • Supplemental General Building Development Standards
– General Public and Private Open Space Standards
– Administration of Regulating Code
– Definitions
Overarching Strategies

A. Strengthen Sense of Place

1. Articulate distinctive role & identity of focus area
   • Downtown/Plaza: Entertainment / Southern Gateway
   • Mid-Town: Civic Community
   • Uptown/Del Norte: Northern Gateway

2. Reinforce distinguishing sense of place through:
   • Strengthening existing natural assets like creeks, trails, etc
   • Integrating views (Albany Hill, Mt Tamalpais, etc)

3. Integrate placemaking in all developments
Overarching Strategies

B. Ensure ROI (Return on Investment):
   - Maximize TOD Potential (Bart & AC Transit)
   - Utilize Vacant and Underutilized Sites at Key Focus Areas
   - Build on Recent and Planned Private and Public Investments (Streetscape, Private Development, etc)
   - Leverage ALL investments to catalyze new investments
Overarching Planning Strategies

C. Encourage Practical & Market Friendly Development:
   – Provide development clarity to encourage investment
     Incorporate flexible development codes that respond to
     Constrained Parcels, Surrounding Context, etc
   – Encourage Higher Intensity Mixed Use & Residential
     Only Development
Overarching Planning Strategies

D. Enhance & Humanize Public Realm:

- Strengthen Pedestrian & Bicycle Connectivity through existing and new connections
- Integrate Complete streets and reStreet opportunities
- ‘Humanize’ Big Blocks through mid-block connections
- Explore new gathering places to serve the needs of existing and new users
Overarching Planning Strategies

E. Position Avenue as New Environmental & Ecological Destination of Bay Area:
– Utilize Opportunities for Innovation Districts
– Connect to Green & Blue Belts
– Integrate economic and environmental sustainability
– Celebrate & Strengthen the unique natural context (views, creeks, etc)
Urban Design Framework
Existing Base
Urban Design Framework
Destinations & Amenities
Urban Design Framework
Multi-Modal Circulation
Existing
Urban Design Framework

Multi-Modal Circulation

Proposed
Urban Design Framework

Recent Investment
Urban Design Framework
Existing Residential –
San Pablo Avenue Specific Plan
Urban Design Framework

City Limit
San Pablo Avenue Specific Plan Area
Park
Water
Creek
Major Destination
Destination
BART Line
BART Station
Existing Institutional
Existing Bikeway
Existing Strolling Street
Recent Public Investment
Recent Private Investment
Blue to Green Connection
Proposed Bikeway
Planned Development
Midblock Connection
Proposed Strolling Street
Gateway
Focus Area

2013
City Engineer
Sparks Miller, CFS, AIA, Planning, City of Berkeley
GIS
Urban Design Framework
Enhanced Connectivity – Mid Block Connections
Urban Design Framework
Enhanced Connectivity - Strolling Streets
Urban Design Framework

Key Focus Areas
Urban Design Framework
Overall Vision Map

San Pablo Avenue Specific Plan
Urban Design Framework

- City Limit
- San Pablo Avenue Specific Plan Area
- Park
- Water
- Creek
- Major Destination
- Destination
- BART Line
- BART Station
- Existing Institutional
- Existing Bikeway
- Existing Strolling Street
- Recent Public Investment
- Recent Private Investment
- BluetoGreen Connection
- Proposed Bikeway
- Planned Development
- Midblock Connection
- Proposed Strolling Street
- Gateway
- Focus Area
Regulating Plan
Land Uses
Regulating Plan
Land Uses – Transit Oriented Higher Intensity

San Pablo Avenue Specific Plan
Regulating Plan

Note: Code for parcels in Richmond to be determined by the City of Richmond
Regulating Plan

Land Uses – Transit Oriented Mid-Intensity

San Pablo Avenue Specific Plan
Regulating Plan

City Limit
San Pablo Avenue Specific Plan Area
Park
Water
Creek
1/2 Mile BART Feeder Service Area
Transit-Oriented High-Intensity Mixed Use
Transit-Oriented Mid-Intensity Mixed Use

Note: Code for parcels in Richmond to be determined by the City of Richmond
Street Types
Plan
Street
Street Types Plan
San Pablo Ave Strolling
Street Types Plan
Mixed Use Strolling Streets
Street Types Plan
Gateway Streets
Street Types Plan
Plaza Streets

Mid-Block Connections
Open and Built Space Standards
Key Performance Measures

– Economic vitality
– Placemaking & street activation
– Respect adjoining residential development
– Mode shift to pedestrian, bicycle and transit use
– Strengthen views
– Quality development!
Key Performance Measures

– Constrained lots and parcels!

- Not many contiguous large parcels and are generally are 100’ deep
- Need to respect the adjoining residential development
Key Built Space Standards

– Building Form
  • Height
  • Setbacks

– Building Articulation
  • Variable Wall Plane
  • Fenestrations & Transparency
  • Colors, Materials and Textures
  • Ecological and Environmental Elements

– Parking
  • Amount
  • Location
  • Type
Building Form

– Height

• Transit Oriented Higher Intensity: Up to 65’; 85’ with density bonus
• Transit Oriented Med-Intensity: Up to 55’; 65’ with density
• Minimum 2 Stories
• Exceptions granted for commercial development
Building Form

– Height

• Transit Oriented Higher Intensity: Up to 65’; 85’ with density bonus
• Transit Oriented Med-Intensity: Up to 55’; 65’ with density
• Minimum 2 Stories
• Exceptions granted for commercial development
Building Form

– Height (Transit Oriented Higher Intensity)
  • Up to 65′; 85′ with density bonus
  • Minimum 2 Stories
  • Exceptions granted for commercial development
Building Form

– Height (Transit Oriented Mid-Intensity)
  • Up to 55’; 65’ with density
  • Minimum 2 Stories
  • Exceptions granted for commercial development
Building Form

– Setback

• Up to 10’ for ground floor, especially with narrow sidewalks
• Up to 15’ for ground floor residential uses in Transit Oriented Mid-Intensity MU
Building Form

– Setback

• Respect access to sun and light to adjoining residential uses
Building Articulation

– Variable Wall Plane

• Up to 50% variation in wall plane
• Up to 3’ overhang projection into street ROW (balconies, shade elements, etc)
Building Articulation

– Variable Wall Plane

• Up to 50% variation in wall plane
• Up to 3’ overhang projection into street ROW (balconies, shade elements, etc)
Building Articulation

– Variable Wall Plane

• Up to 50% variation in wall plane
• Up to 3’ overhang projection into street ROW (balconies, shade elements, etc)
Building Articulation

– Fenestration & Transparency
  • For strolling streets, minimum 75% ground floor & 60% upper floors
  • Exceptions allowed to mitigate heat gain and glare
Building Articulation

– Fenestration & Transparency
  • For strolling streets, minimum 75% ground floor & 60% upper floors
  • Exceptions allowed to mitigate heat gain and glare
Building Articulation

– Fenestration & Transparency

• For strolling streets, minimum 75% ground floor & 60% upper floors
• Exceptions allowed to mitigate heat gain and glare
• Well integrated shade providing elements
Building Articulation

– Colors, Materials and Textures

• Different materials, colors or textures to break building mass
Building Articulation

– Incorporate environmentally and ecologically friendly elements
  • Energy generating wind and solar panels
  • Shade elements
  • On-site stormwater treatment
  • Roof gardens
Building Articulation

– Sustainable development elements
Building Articulation

– Sustainable development elements
Parking

– Amount (Transit Oriented Higher Intensity)
  • No off-street auto parking for less than 3000 sq ft, 1 space/1000 sf ft for space larger than 3000 sq ft
  • 0.5 auto space per residential unit
  • Reduced parking allowed with parking management strategy within ¼ mile walking distance (transit passes, enhanced bike parking, etc)
Parking

– Amount (Transit Oriented Mid-Intensity)

• No off-street auto parking for less than 2000 sq ft, 1 space/500 sf ft for space larger than 2000 sq ft
• 1 auto space per residential unit
• Reduced parking allowed with parking management strategy (transit passes, enhanced bike parking and amenities, etc)
Parking

– Location

• Behind habitable space, underground, or on the interior or rear
• Curb cuts not preferred on strolling streets
• No curbs cuts more than 20’ feet wide.
• I curb cut per use per site. Conditional permit for more than one driveway per site.
Parking

- **Type**
  - Tandem, stacked and shared for single family residential
  - Shared, stacked and unbundled for mixed use and multi-family
  - ADA accessible parking distinct and conveniently located
Key Open Space Standards

– Common public and private open space
  • Mid-block connections (paseos, mews, etc)
  • Multi-purpose open spaces

– Streets
  • Contiguous ADA accessible pathways
  • Sidewalk activation: placemaking & reStreets opportunities
  • Ground floor residential setback
  • Flex parking lane on cross streets
  • Flexible streets

– Planting Palette
Key Open Space Standards

– Multi-Purpose Open Spaces

• Location: ground, first floor, roof, etc. Accessible to ALL.
• Type: plazas, mini-parks, roof gardens, community gardens, tot lots, etc
• Incentivize to address gaps, especially in higher density neighborhoods
Common Public and Private Open Space

– Mid-Block Connections

• Every 200’ feet
• Minimum 15’ wide
• Allow for ped-bike connections, on-site storm water treatment, etc
Sidewalk Activation
Placemaking
Along San Pablo Avenue @ Wide Sidewalks (eg. Downtown Plaza Area)
reStreets
Along San Pablo Avenue & Other Strolling Streets
Residential Development
Proposed Section San Pablo Avenue @ Mid Town
Residential Development
Proposed Section San Pablo Avenue @ Mid Town
Planting Palette

– Palette

  • Maximize native and drought tolerant
  • Seasonal color
Planting Palette

– Identity

• Build on existing desirable palette (eg. San Pablo Ave)
• Distinctive palette for different strolling streets
• Green “gateway” streets
Flex Parking Lane
Along Cross Streets With Constrained Sidewalk
Flexible Streets
Flexible Streets
Flexible Streets
Flexible Streets
Flexible Streets
Flexible Streets
Flexible Streets