





chapter 3
MOBILITY

The guidance in this chapter applies to any public street, bicycle/pedestrian connection, public right-of-way, or other transportation improvement completed by the City or private development projects. The network and design concepts are intended to improve connections and enhance walkability on existing corridors such as Fairmont Drive, Hesperian Boulevard, and East 14th Street, while providing new multi-modal connections throughout the Bay Fair area. The chapter also encourages proactive transportation demand management, efficient parking strategies, and well-designed public frontages and sidewalks to increase the area's overall functionality and livability. The transportation concepts in this chapter are consistent with the framework concepts presented in Chapter 2, as well as with the land use and building design guidance throughout the rest of this Specific Plan.

This chapter covers the following topics:

- 1 AREA-WIDE MOBILITY**
- 2 LOCAL STREET NETWORK**
 - Local Pedestrian Network
 - Local Bicycle Network
 - Local Transit Network
- 3 EXISTING ARTERIAL AND COLLECTOR STREETS**
 - East 14th Street
 - Hesperian Boulevard
 - Fairmont Drive
- 4 SIDEWALKS AND PUBLIC FRONTAGES**
- 5 PRIVATE PARKING**
- 6 PUBLIC PARKING**
- 7 TRANSPORTATION DEMAND MANAGEMENT**



An example of crosswalk and streetscape improvements along a large arterial street (on San Leandro Boulevard near the downtown San Leandro BART Station)

Area-wide Mobility

The policies below provide area-wide direction for mobility and transportation throughout the Bay Fair TOD Specific Plan Area. They provide a policy basis and framework for the more topic-specific, location-specific design standards and guidelines found in the rest of this chapter.

Area-wide Mobility Policies

1. **MOBILITY NETWORK.** The desired street, bicycle, and transit networks for the Plan Area are defined in Figures 3.1 (street), 3.2 (bicycle), and 3.3 (transit). The City may choose to work with developers to implement various alternatives to the transportation network shown in this plan as conditions change, as long as the alternatives provide a complete, connected network and support the overall plan vision.
2. **COMPLETE STREETS NETWORK.** Provide a network of “complete streets” to prioritize safety and access for drivers, transit users, pedestrians and bicyclists regardless of age, ability, or mode of transportation (See City of San Leandro General Plan 2035 Transportation Chapter Policy T-2.1).
3. **MULTIPLE TRANSPORTATION OPTIONS.** Reduce reliance on the automobile for trips to and from the Bay Fair area through a mix of land uses and safe, convenient connections for pedestrians, bicyclists, and transit users.
4. **ACTIVE TRANSPORTATION.** Strongly encourage and require facilities in the Bay Fair area that will promote active transportation options such as walking, cycling, and use of transit.
5. **MODAL PRIORITIES FOR EXISTING STREETS.** Prioritize pedestrian, bicycle, and transit circulation in the planning and design of street improvements for East 14th Street, Hesperian Boulevard, and Fairmont Drive.
6. **TRAFFIC CALMING.** Bulb-outs, narrow drive lanes, well-marked pedestrian crossings, bike lanes, on-street parking, and other traffic-calming features should be implemented to slow traffic and increase pedestrian safety.
7. **PEDESTRIAN AND BICYCLE CONNECTIVITY.** Provide pedestrian and bicycle connections between and around the Bay Fair BART Station, adjacent transit waiting areas, Bayfair Center, and nearby neighborhoods and shopping districts (See San Leandro General Plan 2035 Transportation Chapter Policy T-2.4).
8. **NEW STREETS.** As parcels redevelop within the Plan Area, establish new local street connections to provide alternate routes for shorter trips and improve the efficiency of automobile operations.
9. **SMALLER BLOCK SIZES.** Establish a system of smaller blocks within the Plan Area to improve circulation and create a pedestrian-scaled network of streets and connections.
10. **SHARED PARKING.** Required automobile parking ratios for development projects should reflect opportunities for shared parking between land uses or between development sites.
11. **FUTURE PARKING RATIOS.** Required automobile and bicycle parking ratios for development projects should be revisited periodically in response to changing conditions such as increased transit use, increased use of electric vehicles, the implementation of autonomous vehicle systems, or other changing conditions.
12. **ADAPTIVE REUSE OF PARKING SPACE.** As parking demands change over time, allow and support the adaptive reuse of surface and structured car parking spaces, considering uses such as open space, landscape or stormwater treatment, habitable building space, storage for tenants, or pedestrian or bicycle facilities.

AUTONOMOUS VEHICLES

WHAT ARE AUTONOMOUS VEHICLES?

Autonomous vehicles are able to complete all driving functions without human assistance. Some autonomous vehicles are driverless while others assume a driver is present to monitor and intervene as necessary. Examples include the EasyMile shuttles in San Ramon and the Waymo (Google) self-driving car, which are undergoing active testing and development during the writing of this Specific Plan. Autonomous vehicles can also be connected vehicles, meaning that they report their status (speed, location, braking, etc.) in real time to other vehicles and to the roadway infrastructure. While it is clear that autonomous vehicle technology will play a role in the transportation system of the future, there are also significant questions and unknowns about how this technology will evolve. This Specific Plan seeks to accommodate flexibly the potential for change related to autonomous vehicles, for topics such as changing parking requirements, flexible curbside drop-off, and flexibility in the types of new local streets introduced in the Bay Fair area.



WHAT ARE POTENTIAL MOBILITY OPPORTUNITIES?

- Enhanced first-mile and last-mile connections to transit, particularly in environments less friendly to walking and biking.
- More mobility independence for users such as the disabled and children.
- Reduced need for door-to-door parking, with an increased need for curbside pick-up and drop-off spaces. While vehicle storage/parking areas will still be required, there may be additional flexibility in the use of remote locations.

WHAT ARE UNKNOWNNS THAT SHOULD BE CONSIDERED WHEN PLANNING FOR THIS TECHNOLOGY?

- The magnitude of costs for building and maintaining infrastructure are unknown. Proactive maintenance will be critical, both for vehicles and for roadway infrastructure.
- The real-world safety benefits or risks of these technologies are unknown.
- Design requirements for streets, traffic signals, signage and other transportation infrastructure will likely require modification.

13. ELECTRIC VEHICLES. The design of on-street and off-street parking areas should facilitate the use of electric vehicles through accommodations such as charging stations.

14. AUTONOMOUS VEHICLES. The design of streets and other public spaces should provide flexibility for potential autonomous vehicle accommodations, including geometric design (e.g., lane widths), parking, pavement materials, and signage.

15. GREEN STREETS. Integrate “green street” concepts into street design to minimize impacts of stormwater pollution runoff. Green streets typically include draining runoff from the curb flowline into biotreatment areas, but other systems, such as modular wetlands systems and trash capture devices, may also achieve this goal. Additional detail about stormwater and infrastructure is included in Chapter 6 Infrastructure and Facilities.

16. BRT OPPORTUNITIES. Consider opportunities to extend the proposed AC Transit East Bay BRT line into the Plan Area.

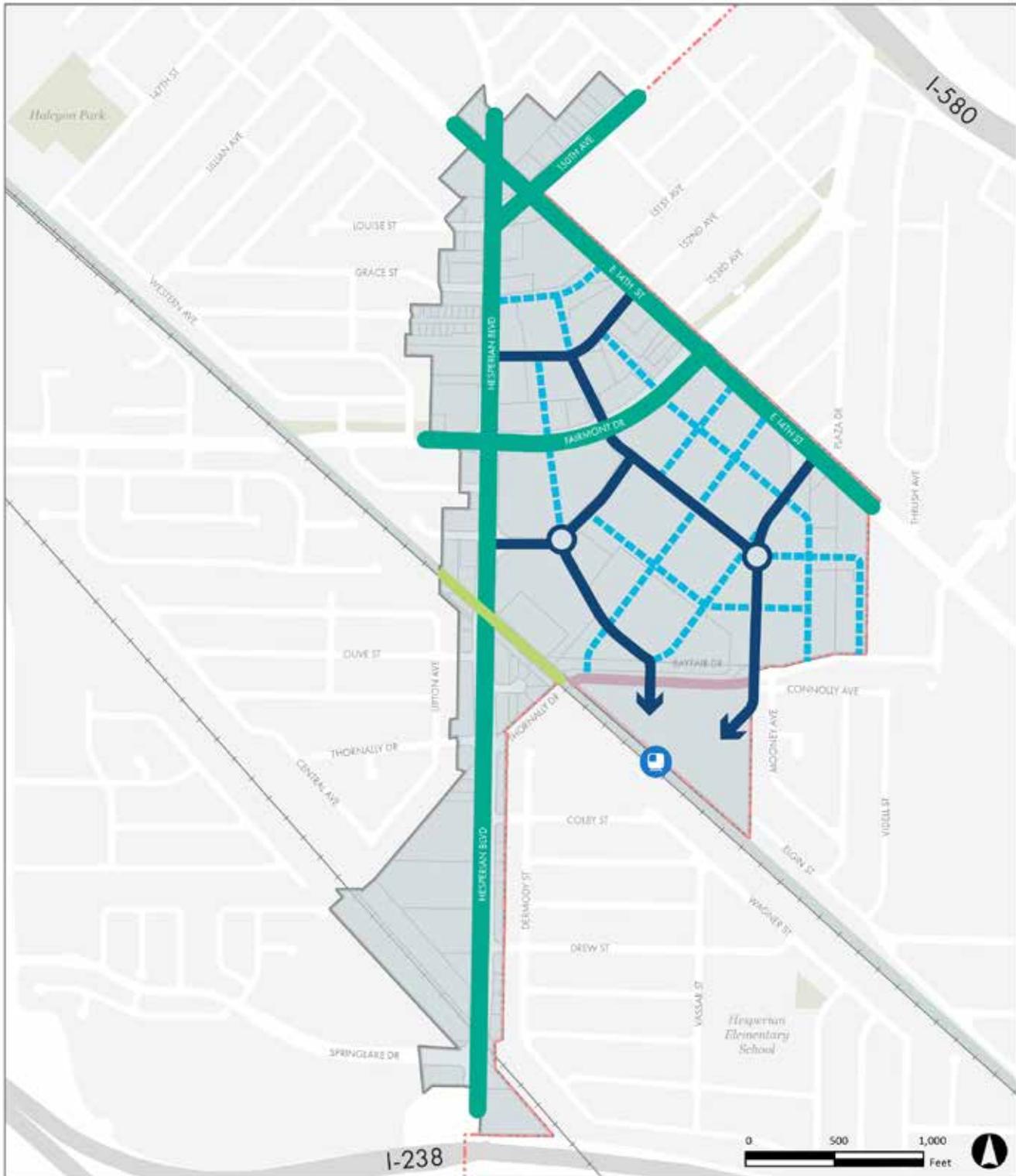
Street Network

The Bay Fair street network is intended to provide new connections throughout the area, integrating with the existing network while providing new and improved routes for pedestrians, cyclists, transit, and vehicles. The network diagram in Figure 3.1 shows the location of 1) new local street connections and 2) new connections that could be either local streets or pedestrian/bicycle connections, and 3) existing streets. This street network reflects the mobility policies described earlier in this section. It sets the framework for, and is consistent with, the pedestrian network, bicycle network, and transit network detailed later in this chapter.

Street Network Standards

1. **REQUIRED NEW CONNECTIONS.** New connections consistent with Figure 3.1 (Street Network), Figure 3.2 (Local Bicycle Network), and Figure 3.3 (Transit Network) and with the other standards and guidelines in this chapter shall be established as part of any future development or significant rehabilitation in the Plan Area. The exact location of these connections may be adjusted based on future conditions, design and phasing considerations, subject to approval by the City of San Leandro. These connections shall accommodate the safe movement of vehicles, pedestrians, bicyclists, and transit as identified in The Specific Plan's relevant network map(s) and standards, and consistent with the City's adopted complete streets typology.
2. **NEW CONNECTIONS.** Required new connections shall be publicly accessible 24 hours a day and should have a public access easement for the entire right-of-way from back-of-walk to back-of-walk. New connections are anticipated to be privately held and maintained. If part of fire access, easements should be deeded as emergency vehicle access easements (EVAE).
3. **EXISTING ARTERIAL AND COLLECTOR STREETS.** Existing arterial and collector streets consist of East 14th Street, Hesperian Boulevard, Fairmont Drive, and 150th Avenue. Improvements for these streets shall prioritize multimodal circulation within the Plan Area, consistent with the design guidelines and concepts provided in this chapter.

Figure 3.1: Street Network



- █ Existing Arterial or Collector Street
- █ New Local Street Connection
- - - New Local Street or Pedestrian/Bicycle Connection
- █ Existing Local Street
- █ East Bay Greenway
- City Limit
- Project Boundary
- ⊕ Bay Fair BART Station
- +— Union Pacific Right of Way

*The location of new streets and connections is approximate and could be adjusted based on future conditions.

Local Pedestrian Network

All streets, paths, and other public rights-of-way in the Plan Area should be designed for safe and comfortable pedestrian movement, providing a well-connected pedestrian network that encourages personal mobility for all levels of ability. The pedestrian network should comply with the following standards and guidelines at minimum. In addition, sidewalks and public frontages should comply with the more detailed standards and guidelines found in the “Sidewalks and Public Frontage” section of this chapter.

Local Pedestrian Network Standards

- 1. CONTINUOUS, ACCESSIBLE WALKING ROUTES.** New streets and connections shall have continuous ADA-compliant sidewalks or equivalent provisions, providing access through the area and to building entries, public open spaces, and other key destinations such as AC Transit bus stops and the Bay Fair BART Station.
- 2. PEDESTRIAN CONNECTIONS DURING DEVELOPMENT PHASING.** As new development is phased in, continuous publicly accessible routes shall be constructed in the initial phases from existing streets to destinations internal to the Plan Area. In some cases, these accessible routes may extend beyond the immediate development to connect to BART, retail, or open space destinations.
- 3. SAFE TRAVEL SPEEDS.** All local streets shall have designated speeds of 25 miles per hour or less.

WALKABILITY PRINCIPLES

The Bay Fair TOD Specific Plan aims to promote walkability, including the following principles and strategies:

- Create fine-grained pedestrian circulation
- Orient buildings to street and open spaces
- Organize uses to support public activity
- Place parking behind or below buildings
- Address the human scale with building and landscape details
- Provide clear and continuous pedestrian access
- Build complete streets

Source: Getting to Great Places, SPUR (2013), www.designforwalkability.com

Pedestrian Network Guidelines

- 1. SIDEWALK CONNECTIVITY.** Pedestrian connectivity should be improved by establishing an interconnected network of sidewalks that provide safe and convenient access between AC Transit bus stops, the Bay Fair BART Station and the adjacent shopping areas.
- 2. PEDESTRIAN COMFORT.** A comfortable walking environment should be established through streetscape improvements that buffer pedestrians from moving traffic and incorporate pedestrian-scale street furniture.
- 3. PEDESTRIAN CROSSINGS.** Safe and convenient pedestrian crossings at intersections and mid-block locations should be promoted through design elements that shorten crossing distances, increase pedestrian visibility, and reduce motorist speeds.
- 4. PEDESTRIAN ACCESS TO TRANSIT.** The pedestrian network should be designed to ensure safe, convenient, and direct access to the Bay Fair BART Station and to AC Transit bus stops.

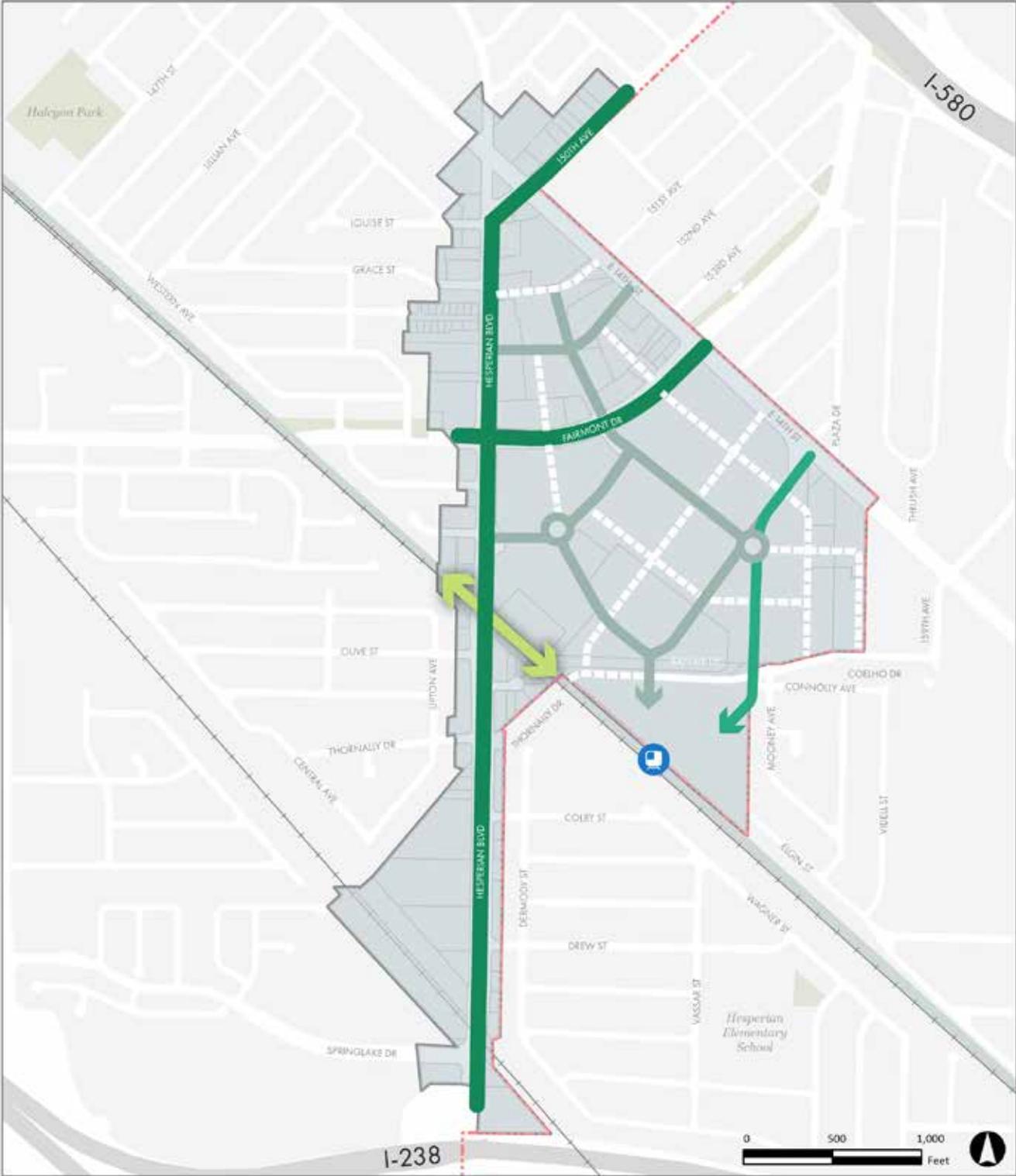
Local Bicycle Network

The local bicycle network shown in Figure 3.2 is intended to provide bicycle connections between BART, housing, businesses, and public spaces. It will support shorter local trips as well as longer trips through and beyond the immediate Bay Fair Plan Area, including along the future East Bay Greenway. The bicycle network standards and guidelines below are complemented by the proposed multi-modal designs for the existing arterial/collector streets of Hesperian Boulevard, Fairmont Drive, and East 14th Street, included in the “Existing Arterial and Collector Streets” section of this chapter.

Local Bicycle Network Design Standards

1. **BICYCLE NETWORK.** Any new development and new streets in the Plan Area shall provide bicycle facilities and connections consistent with Figure 3.2, though the exact location and facility design may be adjusted in coordination with the City.
2. **BICYCLE PRIORITY STREET.** A bicycle priority street shall be established to connect the Bay Fair BART Station with East 14th Street and with residential areas to the north and east, as shown in Figure 3.1. This facility may be designed as either a Class II buffered bike lane or a Class IV separated bike lane (i.e. cycle track) consistent with the dimensions shown in Table 3.1 on page 52. If a Class IV separated bikeway is used, it may be one-way or two-way (i.e. a single two-way facility on one side of the street).
3. **SHARED LANES.** Streets identified as “Shared Lane” in Figure 3.2, shall accommodate bicyclists through a Class III shared bike facility at a minimum, allowing cyclists to share the travel lane comfortably with auto traffic on a low-speed street. However, a Class II bike lane with or without a buffer is preferred and encouraged, and may also be used on streets with this designation.
4. **BICYCLE FACILITY TYPES AND DIMENSIONS.** Bicycle facilities on local streets within the Plan Area shall be consistent with Table 3.1.

Figure 3.2: Local Bicycle Network



- Bicycle Priority Street (Class II buffered bike lane)
- Shared Lanes (Class II bicycle lane or Class III shared lane)
- Class IV Separated Bikeway
- East Bay Greenway
- City Limit
- Bay Fair BART Station
- Project Boundary
- Union Pacific Right of Way

Table 3.1: Bike Lane Widths by Facility Type

BIKE FACILITY TYPE	MINIMUM FACILITY WIDTH
Class II Bike Lane	5 ft.
Class II Buffered Bike Lane	8 ft. including buffer
Class III Shared Bike/Auto Lane	N/A
One-way Class IV Separated Bikeway	6 ft. excluding width of separation buffer strip
Two-way Class IV Separated Bikeway	5 ft. per lane (10 feet total) excluding width of separation buffer strip



Example of a Class II buffered bike lane



Example of two-way Class IV separated bikeway



Example of one-way Class IV bikeway

Local Bicycle Network Design Guidelines

- 1. EAST BAY GREENWAY CONNECTIONS.** Direct bicycle route connections between the planned East Bay Greenway and streets within the Plan Area are encouraged.
- 2. SIGNAGE AND WAYFINDING.** Bicycle route signage and bicyclist wayfinding should be incorporated into the design of streets and public spaces.
- 3. DESIGN GUIDANCE RESOURCES.** The design of bicycle facilities should be consistent with documented best practices such as the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide and the Central County Complete Streets Design Guidelines.
- 4. INTERSECTION DESIGN TREATMENTS.** Where applicable, bicycle-supportive design treatments such as bike boxes and bicycle signals are encouraged at intersections.
- 5. PUBLIC BICYCLE PARKING AND STORAGE.** Supporting infrastructure such as bicycle racks and lockers are encouraged as part of streets and public spaces within the Plan Area.

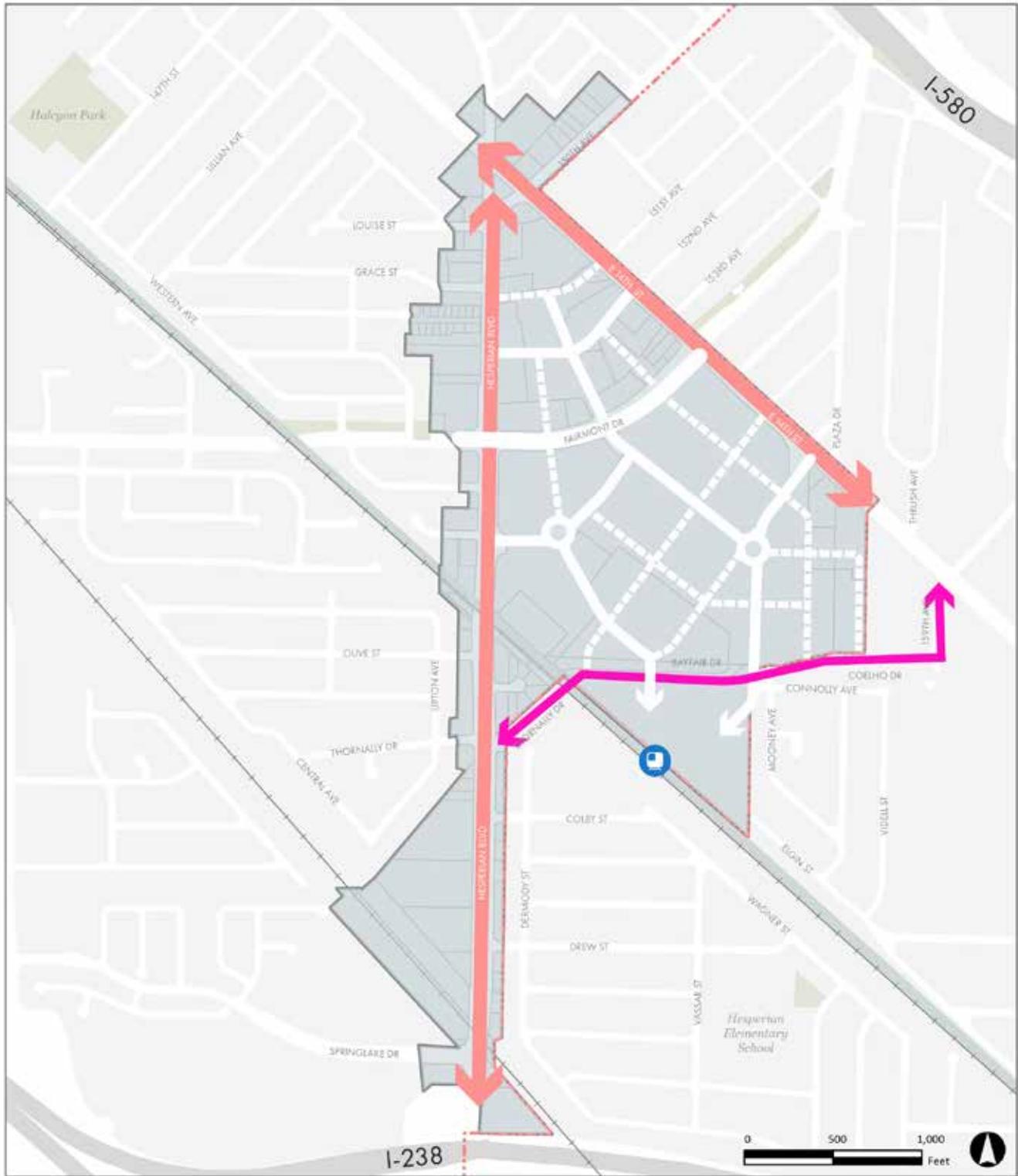
Local Transit Network

The transit network is intended to strengthen connections to the Bay Fair BART station and facilitate bus circulation to and from the station. It connects to a much larger network of local buses, rapid buses, and bus rapid transit (BRT) operated by AC Transit in San Leandro and greater Alameda County.

Local Transit Network Standards

1. **TRANSIT PRIORITY STREET.** Maintain a transit-priority local street to prioritize transit circulation, consistent with Figure 3.3. Transit-priority streets instead of, or in addition to, Thornally Drive may be introduced if another orientation becomes preferable for the City and transit operators as the street network develops over time.
2. **BUS STOP ACCOMMODATIONS.** Bus stops shall be consistent with AC Transit's Multimodal Corridor Guidelines and be ADA-compliant, and include shelters and wayfinding signage for transit users.
3. **BUS STOP PLACEMENT.** Any bus stops shall be placed in visible locations that facilitate bus operation and allow for unobstructed pedestrian movement.
4. **TRANSIT PRIORITY STREET DESIGN STANDARDS.** The transit priority local street in Figure 3.3 shall be designed with 12 foot travel lanes where feasible. On-street parking should be minimized to reduce potential transit delays associated with parking maneuvers.
5. **TRANSIT ON ARTERIALS AND COLLECTORS.** The City shall work with AC Transit to accommodate transit service, including future Bus Rapid Transit (BRT) service, on existing arterial and collector streets.

Figure 3.3: Transit Network



Existing Arterial and Collector Streets

This section includes design guidance for East 14th Street, Fairmont Drive, and Hesperian Boulevard. These three existing streets are and will remain the only arterial/collector streets in the Plan Area, but are envisioned to undergo a range of improvements to enhance their multi-modal performance and safety. Improvements to these streets will be coordinated with the principles and recommendations of the Alameda CTC Multimodal Arterial Plan (MMAAP), which identifies modal priorities for each of these streets. The design guidance for East 14th Street, Fairmont Drive, and Hesperian Boulevard adheres to the MMAAP modal priorities as appropriate. In some instances, the design guidance incorporates modifications to modal priorities to be consistent with the Plan's vision and planning framework.

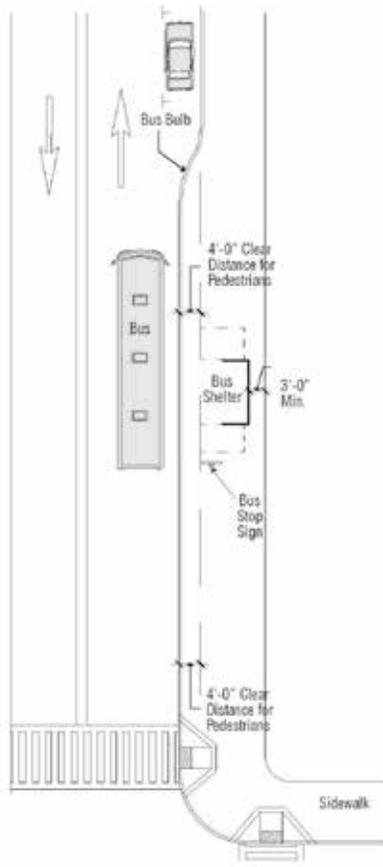
Although widening the intersection to increase capacity is a potential solution to the intersection impact, it is counterproductive to the goals of the Bayfair TOD Plan and furthermore future mode shifts to active transportation and transit modes may reduce the demand and subsequent need for any intersection widening. However, dependent upon the adjoining property owners/developers and if there is an overwhelming need for capacity, additional right-of-way could be explored and potentially dedicated at the time of development of the adjacent and associated properties.

East 14th Street

The design recommendations for East 14th Street are intended to prioritize transit circulation, given the high level of transit activity and the street’s designation as one of AC Transit’s Major Corridors. In support of transit, safe and convenient pedestrian accommodations are also an important consideration for East 14th Street. Caltrans owns and maintains East 14th Street (also known as State Route 185) through the Plan Area; any proposed changes require Caltrans approval. Specific design guidelines for East 14th Street in the Plan Area are included below.

East 14th Street Design Guidelines

- COUNTY COORDINATION.** All East 14th Street improvements should be made in active coordination with Alameda County and Caltrans, ensuring design treatments integrate to the greatest degree possible with adjacent segments of East 14th Street located in Alameda County.
- BUS PRIORITY TREATMENTS.** Traffic operation measures that prioritize transit bus movement along East 14th Street are encouraged; examples include transit signal priority, queue jumps and bus bulbs.
- BUS STOP PLACEMENT.** The placement of bus stops at the far side of intersections is encouraged to place pedestrians crossing the street behind the path of the moving bus.
- ON-STREET PARKING.** Midblock on-street parking should be maintained where adjacent to existing commercial uses.
- INTERSECTION TURNING RADII.** At intersections, tighten turning radii to shorten pedestrian crossing distances and reduce vehicle speeds.



Example of a Bus Bulb facility design from the Central County Complete Streets Implementation Design Guidelines

- PARALLEL BICYCLE FACILITY.** Sharrows are discouraged along East 14th Street due to its high traffic volumes and transit activity. A network of parallel local streets is recommended to provide a safe and comfortable route for bicyclists.
- PEDESTRIAN REFUGES AT INTERSECTIONS.** At intersections, narrow the left turn lane to provide space for a pedestrian refuge area in the median.



Example of pedestrian refuge at an intersection

Figure 3.4: Existing East 14th Street Cross Section

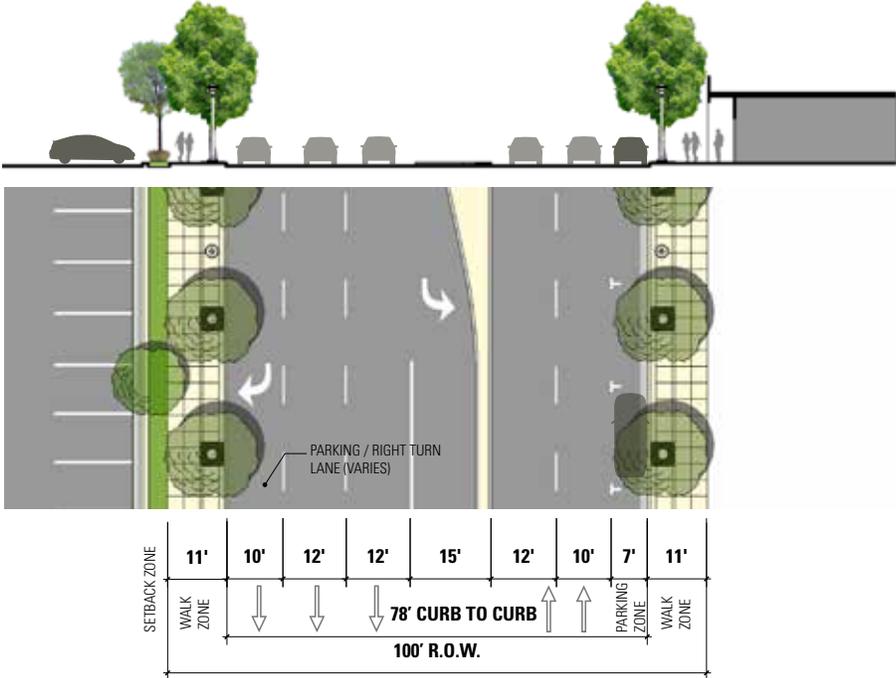
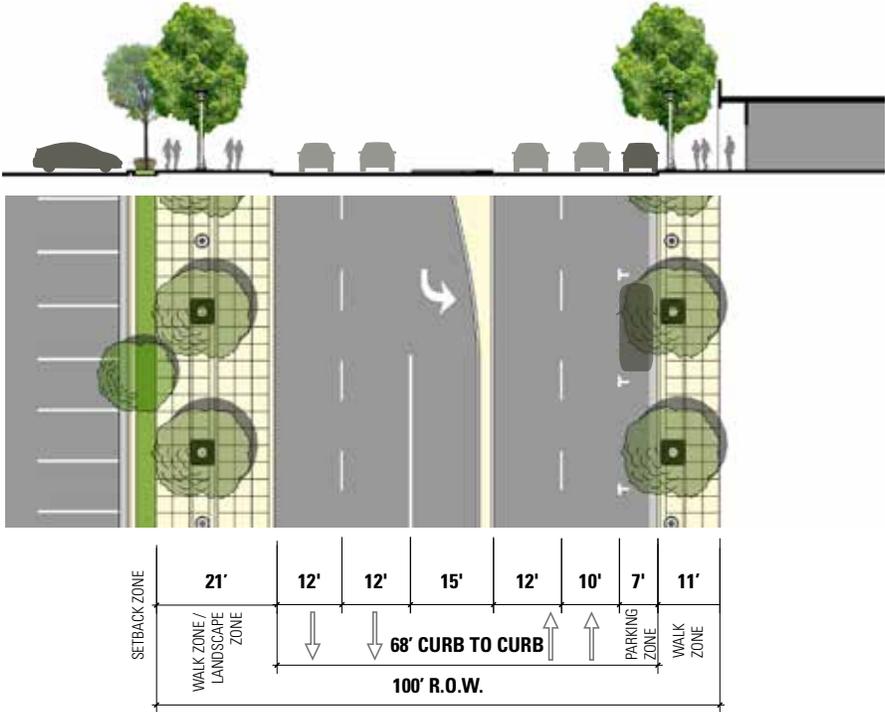


Figure 3.5: Proposed East 14th Street Cross Section



Hesperian Boulevard

The design recommendations for Hesperian Boulevard are intended to provide improved facilities for bicyclists and pedestrians with increased separation from automobile traffic and transit vehicles. Specific design recommendations for Hesperian Boulevard in the Plan Area are included below.

Hesperian Boulevard Design Guidelines

1. **COUNTY COORDINATION.** All Hesperian Boulevard improvements should be made in active coordination with Alameda County, ensuring design treatments integrate to the greatest degree possible with adjacent segments of Hesperian Boulevard located in Alameda County.
2. **ROAD DIET.** The ultimate goal is to reduce the number of through lanes in each direction on Hesperian Boulevard from three to two to provide space for bike lanes and planting zones as shown in Figure 3.7. This goal may be modified to accommodate bus rapid transit and ensure that transit operates efficiently along this important corridor. The ultimate goal may also require phased implementation that would be triggered by public demand and respond to the shift of traffic to active transportation modes.
3. **SEPARATED BIKE LANES.** Reconfigure the existing on-street Class II bike lanes as Class IV raised one-way cycle tracks placed behind the curb, as shown in Figure 3.7, "Proposed Hesperian Boulevard Cross Section." To minimize driveway conflicts, promote the long-term consolidation of driveways and curb cuts through cross-access easements.
4. **ON-STREET PARKING.** Maintain midblock on-street parking in both directions to accommodate adjacent commercial uses.



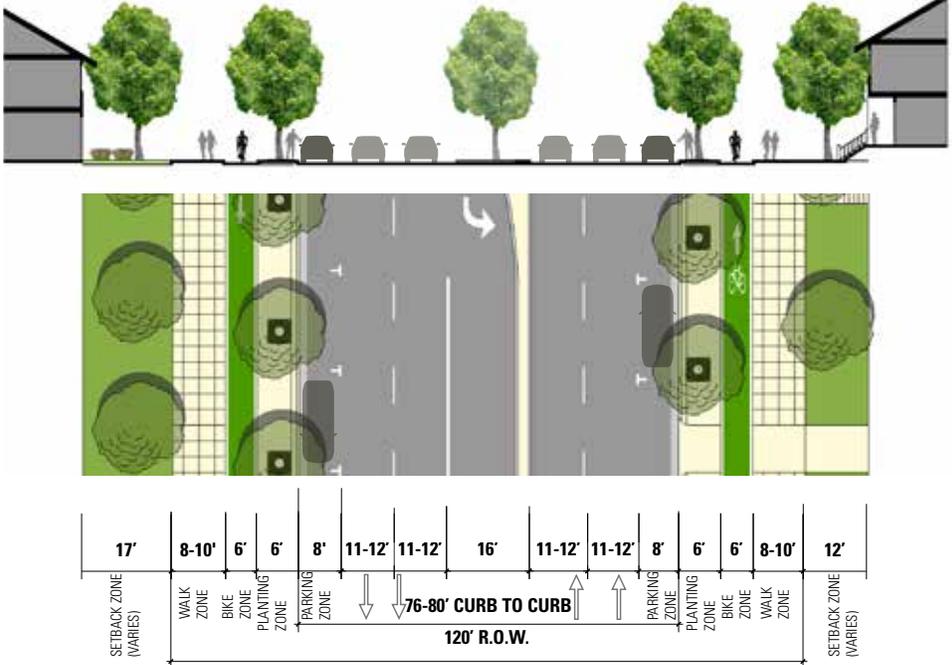
Example of raised Class IV one-way cycle track (NACTO Urban Bikeway Design Guide)

5. **PEDESTRIAN REFUGES AT INTERSECTIONS.** At intersections, narrow the left turn lane to provide space for a pedestrian refuge area in the median.
6. **INTERSECTION TURNING RADII.** At intersections, tighten turning radii to shorten pedestrian crossing distances and reduce vehicle speeds.
7. **TRANSIT BOARDING ISLANDS.** The use of transit boarding islands is encouraged to minimize conflicts between bicyclists and waiting transit passengers.
8. **BICYCLIST LEFT TURN ACCOMMODATIONS** The design of signalized intersections should include accommodations for left-turning bicyclists such as two-stage bike boxes and/or bicycle-only signal phases.

Figure 3.6: Existing Hesperian Boulevard Cross Section



Figure 3.7: Proposed Hesperian Boulevard Cross Section



*Note: the design of the proposed Hesperian street section may be adjusted along different street segments and at approaches to intersections

Fairmont Drive

The design recommendations for Fairmont Drive are intended to provide improved facilities for bicyclists and pedestrians with increased separation from automobile traffic. Specific design guidelines for Fairmont Drive are included below.

Fairmont Drive Design Guidelines

1. **COUNTY COORDINATION.** Fairmont Drive improvements should be made in active coordination with Alameda County, ensuring design treatments integrate to the greatest degree possible with adjacent segments of Fairmont Drive located in Alameda County.
2. **ROAD DIET.** Reduce the number of through lanes in each direction on Fairmont Drive from three to two to provide space for bike lanes and planting zones, as shown in Figure 3.9.
3. **SEPARATED BIKE LANES.** Implement Class IV raised one-way cycle tracks placed behind the curb. To minimize driveway conflicts, promote the long-term consolidation of driveways and curb cuts through cross-access easements, as shown in Figure 3.9.
4. **EAST-WEST BICYCLE CONNECTIVITY.** Establish bicycle lanes along Fairmont Drive within the Bay Fair area to improve connectivity between existing and planned facilities to the east (Fairmont Drive) and west (Halcyon Drive).
5. **PEDESTRIAN REFUGES AT INTERSECTIONS.** At intersections, narrow the left turn lane to provide space for a pedestrian refuge area in the median.
6. **INTERSECTION TURNING RADII.** At intersections, tighten turning radii to shorten pedestrian crossing distances and reduce vehicle speeds.
7. **STREET DESIGN EXTENSION TO HALCYON.** Explore opportunities to extend the Fairmont Avenue corridor street design to Halcyon Drive to add bicycle, pedestrian, and transit improvements to create a multi-modal connection to the former Kraft site as it redevelops.

Figure 3.8: Existing Fairmont Drive

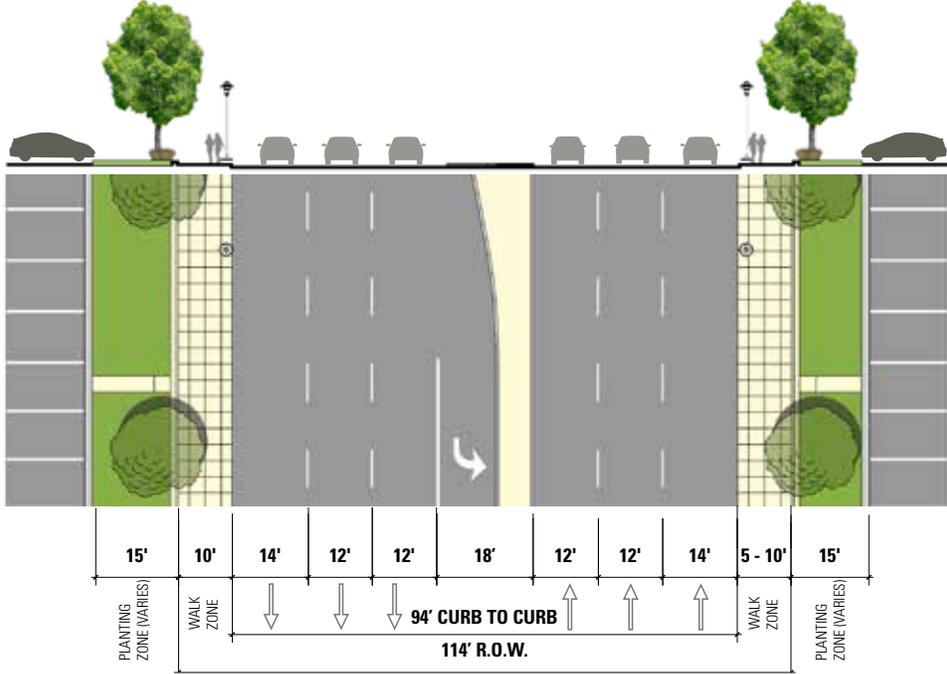
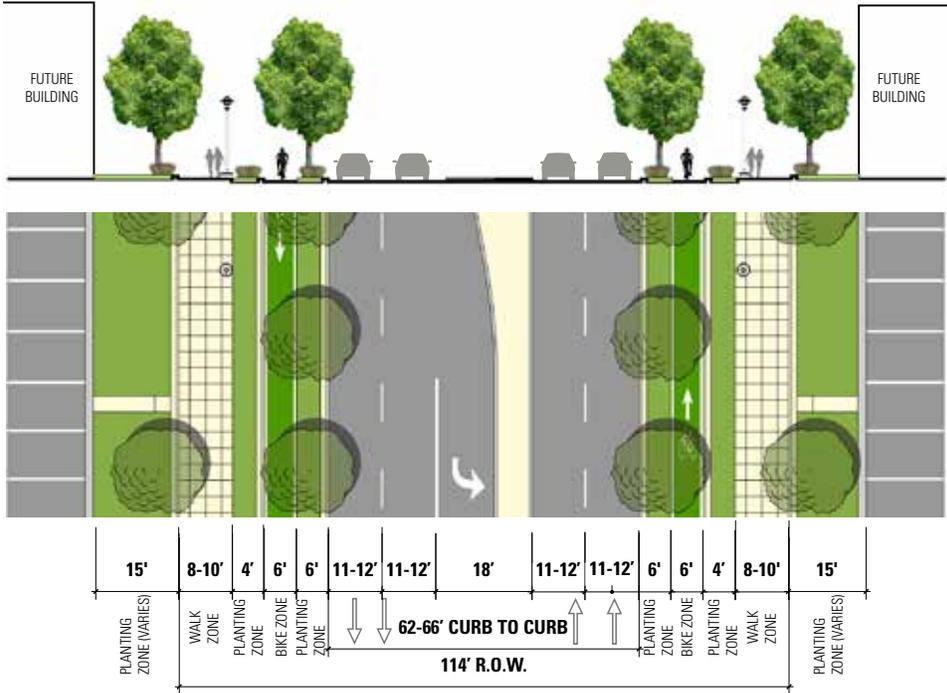


Figure 3.9: Proposed Fairmont Drive



*Note: The design of the proposed Fairmont street section may be adjusted along different street segments and at approaches to intersections

Sidewalks and Public Frontages

Sidewalks and public frontages in the Bay Fair area will be designed to support lively pedestrian-oriented streets and public spaces. Designing a memorable, attractive streetscape environment that is welcoming and safe for pedestrians is vital for the long-term success of the Bay Fair area.

Public frontage is defined as the area between the street curb and the private property line, and enables pedestrian activity and building access. The public frontage area is divided

into two zones: 1) the curb zone and 2) the pedestrian zone. The curb zone is where street trees, plantings, traffic control devices, and lighting are located. It provides a buffer between the pedestrian zone and the street. The pedestrian zone is where movement of people is the priority. Sidewalks or other hardscape surfaces meant for foot traffic are its defining component. The pedestrian zone plays an important role in the overall pedestrian network and mobility system.

Sidewalk and Public Frontage Standards

1. **PUBLIC FRONTAGE PROVIDED BY PRIVATE DEVELOPMENT.** All new development projects shall provide public frontage and sidewalks for their project, consistent with the guidance in this chapter.
2. **BLOCK RECONSTRUCTION.** During whole block development or redevelopment, the project applicant shall construct sidewalks and public frontage to meet the required dimensions as outlined by street type.
3. **OUTDOOR DINING AND DISPLAY.** Outdoor dining and display areas shall be permitted in the public or private frontage zone when associated with a primarily indoor-oriented use. Design of outdoor setback spaces is subject to development review.

Designated areas shall maintain a four-foot-clear pedestrian sidewalk area and minimum eight-foot tall vertical clearance. Outdoor dining and display areas shall also maintain building entrances clear and unimpeded for building access. Any merchandise shall be taken indoors at the close of each business day.

4. **MINIMUM REQUIRED SIDEWALK WIDTH.** New sidewalks shall meet the dimensional standards shown in Table 3.2 at minimum, but are allowed and encouraged to provide sidewalk facilities wider than the required minimum. All dimensions shown meet or exceed the recommended widths identified in the Central County Complete Streets Design Guidelines.

Table 3.2 Minimum Required Sidewalk Width

	ARTERIALS		LOCAL STREETS	PEDESTRIAN/ BICYCLE CONNECTION
	HESPERIAN AND FAIRMONT	EAST 14TH		
Minimum Required Sidewalk Width	8' total (at least 4' curb zone, 4' pedestrian zone)	12' total (at least 4' curb zone, 8' pedestrian zone)	15' total (at least 5' curb zone, 10' pedestrian zone)	12' total

Sidewalk and Public Frontage Guidelines

- 1. STREETScape.** The public realm should be enhanced with new street trees, street furniture, and sidewalks or pathways.
- 2. UNIFIED STREETScape CHARACTER.** The streetscape should be designed with a coordinated palette of materials, furnishing, and style. Project applicants should coordinate with City to determine the appropriate design.
- 3. RETAIL AND OFFICE CURB ZONE CHARACTER.** In locations fronting commercial and retail ground-floor uses, the curb zone should be primarily hardscape. Special pavers should distinguish the curb zone from the walk zone. The curb zone should contain street furniture and installation such as bike racks, refuse receptacles, seating, street lighting and street trees.
- 4. RESIDENTIAL CURB ZONE CHARACTER.** In locations fronting residential ground-floor uses, the curb zone should be primarily softscape with regularly spaced hardscape connections to street parking. At building entries, the curb zone should include more hardscape to ease drop-off and pick-ups.
- 5. PEDESTRIAN ZONE CHARACTER.** The pedestrian zone should remain clear of obstructions and encroachments other than designated outdoor dining and display areas. On existing streets, the pedestrian zone may take up a portion of the front private building setback area to meet public frontage width requirements.
- 6. REAR LANDSCAPING.** Substantial landscape screening should be planted along the rear of commercial and mixed-use buildings adjacent to residential streets or properties.
- 7. STREET FURNISHINGS.** Street furniture, including benches, bicycle parking, and trash receptacles, should be consistent in their appearance throughout the area.
- 8. FRONT SCREENING.** One or more rows of street trees should be used to screen the front facades of residential and office uses.
- 9. PEDESTRIAN EASEMENTS.** Public access easements on private property are encouraged (when not required) to expand the sidewalk and usable pedestrian area.

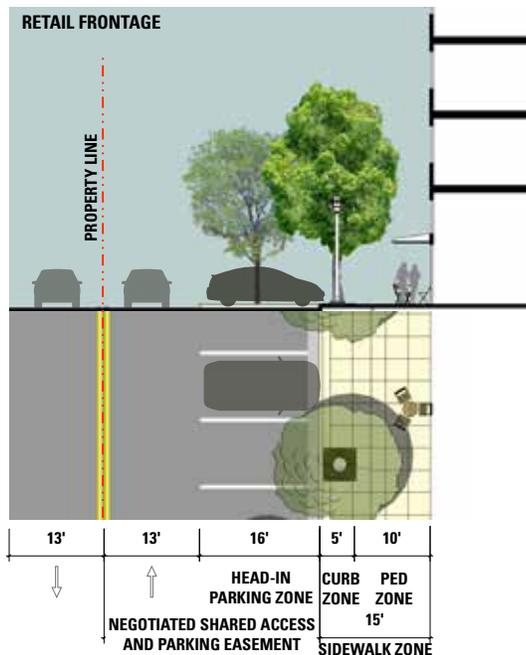


Illustration of typical retail public frontage

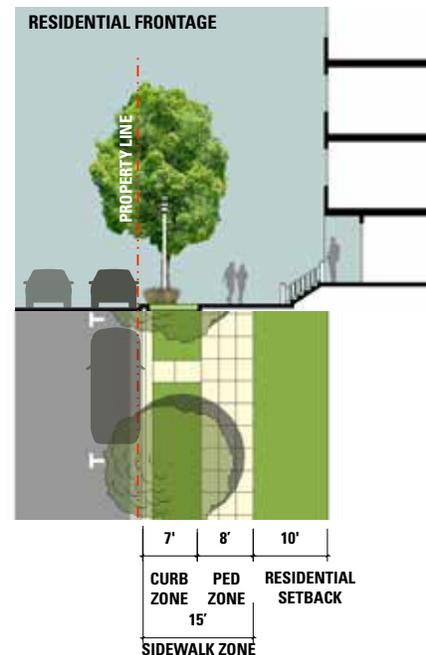
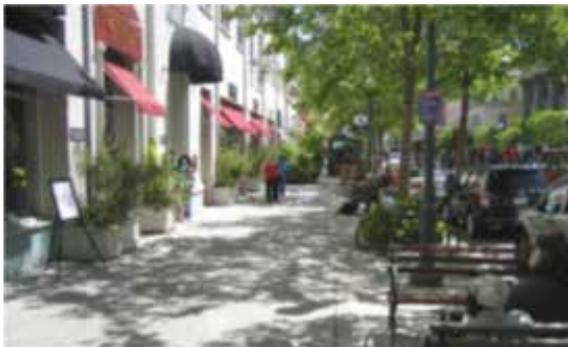


Illustration of typical residential public frontage



Example of retail Curb Zone and Pedestrian Zone



Example of residential Curb Zone and Pedestrian Zone

10. PEDESTRIAN-SCALED LIGHTING. In addition to streetlights, pedestrian-scaled light fixtures up to 16 feet tall should be used throughout the Plan Area to provide a unified identity.

11. NIGHTTIME ILLUMINATION. New development projects should provide continuous pedestrian-scaled lighting along sidewalks, mid-block connections and other pedestrian facilities to improve safety and enhance the pedestrian environment.

12. PLANTER LANDSCAPING. Planter areas should be planted with drought-tolerant and hardy landscape species. Plantings should be no more than 3 feet high and, where parking spaces exist, should anticipate space needs for opening car doors. Planters should be maintained by the fronting property.

13. STREET TREES. Street trees should be placed an average of 25 to 35 feet on center, or as needed for continuous sidewalk canopy. Street tree types should be selected to ensure a unified street environment identity throughout the Plan Area.

14. LANDSCAPING CHARACTER. The following guidance applies to landscaping in public frontage areas:

- Drought-tolerant plant materials should be incorporated to reduce water use and irrigation requirements.
- Whenever possible, use native and bay-friendly planting palettes.
- Implement rainwater harvesting and other features that provide a stormwater retention co-benefit.
- Mature, existing trees should be preserved whenever possible.
- Trees should be placed to maximize climate benefits and energy savings. Deciduous trees should be located to allow sunlight to reach buildings during winter, and to provide shade during summer.

15. GREEN STREETS. Incorporate stormwater infiltration, detention, swales, and other features into the design of sidewalks and public frontages, incorporating guidance from MRP Provisions C.11 and C.12 to reduce PCBs and mercury from stormwater.



Example of a publicly-accessible pedestrian connection



Example of planter landscaping

Private Parking

This section provides guidance for the provision of private parking in the Bay Fair area. Private parking facilities should also be consistent with standards and guidelines in the “Parking and Loading Design” Section of Chapter 5, Development Standards and Guidelines.

Private Parking Standards

1. PRIVATE PARKING REQUIREMENTS. Table 3.3 below summarizes the parking requirements for private development projects within the Plan Area.

Table 3.3 Parking Requirements for Private Development

LAND USE	AUTOMOBILE PARKING	BICYCLE PARKING
Office	Minimum 1.0 space per 1,000 sf (<5,000 sf exempt)	Long-term parking at 1 space per 5,000 sf plus short-term parking at 1 space per 20,000 sf (<5,000 sf exempt)
Residential	Minimum 0.5 space per unit, maximum 1.0 space per unit (Studio and 1 Bedroom) Minimum 0.75 space per unit, maximum 1.5 space per unit (2+ Bedrooms)	Long-term parking at 0.5 space per bedroom plus short-term parking at 0.05 space per bedroom
Retail	Minimum 2.0 spaces per 1,000 sf (<5,000 sf exempt)	Long-term parking at 1 space per 10,000 sf plus short-term parking at 1 space per 2,500 sf, with a minimum of two short-term (<5,000 sf exempt)

2. REDUCTIONS IN PRIVATE PARKING REQUIREMENTS.

The following measures qualify for reductions in the automobile parking requirements in Table 3.3, in negotiation with the City:

- **Use-specific parking study.** A use-specific parking study may be completed to support lower parking requirements for development within the Plan Area. Parking studies may be completed using recognized data sources such as Greentrip Connect, or other locally applicable data sources.
- **Shared parking.** Adjacent land uses with different peak periods that share parking may qualify for reduced parking requirements.
- **Car share parking.** One or more spaces may be dedicated to a car-share organization for a one-to-one reduction in minimum automobile parking requirements.
- **Bike Share.** If a bike share program is implemented within the Plan Area, the provision of on-site bike share spaces may be used to support lower parking requirements.
- **CalGreen electric vehicle infrastructure requirements.** Development projects that meet CalGreen Title 24 infrastructure

requirements for electric vehicles may qualify for reduced parking requirements.

- **In-lieu fees.** Payment of an in-lieu fee may be used to reduce minimum on-site parking requirements, with the funds used to support the costs of shared public parking facilities and/or transportation demand management strategies.
- **Public on-street spaces.** Public on-street parking spaces adjacent to a development may count toward meeting minimum parking requirements for retail uses.
- **Development within ¼ mile of BART Station.** Development within ¼ mile walking distance of the Bay Fair BART Station may be eligible for additional reductions in minimum parking requirements.
- **Pedestrian-oriented uses.** Pedestrian-oriented uses such as coffee kiosks, food vendors, or other pedestrian-serving uses are eligible for reduced or eliminated parking requirements.
- **Other TDM measures.** Other TDM measures identified in this chapter’s “Transportation Demand Management” guidelines may reduce a project’s parking requirements.

Public Parking

The provision of shared public parking is an important element in reducing the area’s overall parking supply and allowing for development patterns supportive of walking and transit use. Public parking facilities should be provided in accordance with the guidelines below. Facilities should also be consistent with applicable parking and loading design standards and guidelines found in Chapter 5, Development Standards and Guidelines.

Public Parking Guidelines

- 1. PUBLIC PARKING FACILITIES.** Whenever possible, new and existing development should coordinate with the City to provide structured public parking facilities that can be shared between uses by the public, promoting a “park-once” district for those shopping, working, or taking transit.
- 2. PUBLIC PARKING LOCATION.** Public parking areas should be located near arterial and collector streets.
- 3. PLACEMENT WITHIN BLOCKS.** Parking areas should be oriented internally to blocks and screened from the street, with primary access points oriented away from pedestrian areas or public gathering spaces if possible.
- 4. DISTRIBUTION.** Public parking areas should be distributed with the goal that all development within the Plan Area is within three blocks of a facility that is open to the public.
- 5. PUBLIC CARSHARE AND ELECTRIC VEHICLE PARKING.** Parking spaces for carshare programs and for electric vehicles (including charging stations) are required, where feasible, in public parking lots and garages.



Example of electric vehicle charging station on BART parking lot



Example of structure parking garage with decorative screening

Transportation Demand Management

Transportation Demand Management (TDM) consists of strategies and actions designed to encourage trips by walking, bicycling, transit, or carpool and reduce the number of peak period trips made by driving alone. TDM strategies and actions can be implemented through a combination of program incentives, policy disincentives, and infrastructure elements. The TDM guidelines below are focused on reducing trips for those living and working within the area.

Transportation Demand Management Guidelines

1. **RESIDENTIAL TDM.** The City encourages new and existing housing in the Bay Fair TOD Specific Plan Area to manage transportation demand and reduce vehicle miles traveled through the following measures:
 - **Unbundled parking.** Provide unbundled residential parking, whereby the cost for parking is separated from the cost of renting or purchasing a unit.
 - **Car share memberships.** Provide a car share membership to new tenants.
 - **Delivery-supportive amenities.** Facilitate deliveries with supportive amenities including a staffed reception desk and lockers.
 - **Transit subsidies.** Provide free or reduced price transit passes for residents as part of new residential development in the Plan Area.
2. **EMPLOYER TDM.** The City encourages employers in the Bay Fair TOD Specific Plan Area to manage transportation demand and reduce vehicle miles traveled through the following measures:
 - **Bicycle support facilities.** Provide support facilities for bicycle commuters such as showers and changing rooms as part of new Plan Area development.
 - **Shuttle services.** Provide operating or capital costs for shuttle services connecting the Bay Fair BART station with nearby employment areas.
 - **Financial incentives.** Provide financial incentives to encourage employees to use alternative modes of transportation. Examples include free or subsidized transit passes and parking cash-outs where employees are offered the cash value of a parking space that would otherwise be provided.
 - **Flexible work scheduling.** Promote the use of flexible work scheduling through strategies such as telecommuting, flextime, staggered work hours and/or compressed work weeks.
 - **Guaranteed ride home program.** Establish programs to guarantee a ride home to employees who use transit, carpools, or vanpools in case of emergency or if they need to work late.
 - **Transportation coordinator.** Provide a transportation coordinator responsible for developing, marketing, implementing, and evaluating TDM programs.