



A photograph of an outdoor cafe or courtyard. In the foreground, several people are seated at round, black metal tables with lattice-patterned chairs. A woman with short grey hair and a floral patterned top is seated at a table on the left. In the background, more people are visible, some standing and some seated, under the shade of large, leafy green trees. A white canopy is partially visible on the right side. The scene is bright and sunny, suggesting a pleasant outdoor environment.

*chapter 5*

**DEVELOPMENT STANDARDS  
+ GUIDELINES**

The following chapter provides development standards and guidelines that apply to future development in the Bay Fair TOD Specific Plan Area, as well as to future infrastructure and design. For some topics, there is additional guidance about a specific location, use type, frontage type, or other specific design situation that may arise. The chapter addresses the following topics:

- 1 BUILDING FRONTAGES**
- 2 BUILDING HEIGHTS**
- 3 TRANSITIONS TO EXISTING DEVELOPMENT**
- 4 BUILDING AND SITE DESIGN**
  - Site Design and Setbacks
  - Building Design
  - Parking and Loading Design
  - Building Performance
- 5 PUBLIC OPEN SPACE**
- 6 PRIVATE OPEN SPACE**
- 7 PUBLIC ART**
- 8 SIGNAGE AND WAYFINDING**
- 9 FENCES**

## **SAFETY + CRIME PREVENTION**

Promoting safety and preventing crime is an important goal of the Specific Plan. One important strategy for doing this is to provide active, well-designed, well-maintained public space, and more “eyes on the street” to reduce the opportunity for unlawful activity. This strategy, also known as “Crime Prevention through Environmental Design” (CPTED), is integrated throughout the standards and guidelines in this chapter. Some of the CPTED principles promoted in this chapter and the rest of the plan are as follows:

- Active and well-maintained public spaces.
- Building design and visibility to promote “eyes on the street.”
- Clear delineation between private and public space.
- Natural access control between public and private space.
- Removal or repair of vandalism or broken property.

In general, all applicable standards and guidelines must be met to approve a development proposal or move forward with a public improvement. However, this guidance is not intended to restrict innovation, imagination, or variety in design. A method that results in a superior project design or outcome for the community, while supporting the Specific Plan’s vision, may be considered in lieu of that guidance if it consistent with the zoning code and other applicable laws and regulations. This is a long-term visioning and planning document, and we understand that future projects will need to be consistent with all applicable building and fire codes and undergo Fire Department review for access, circulation, and design on a project-by-project basis.

## Building Frontages

Creating active frontage helps promote vibrancy and activity along key streets and gathering spaces. Active ground-floor uses can be retail, residential, or office, although the design guidelines identify specific locations where retail is a particularly desirable type of active frontage (Figure 5.1). The guidelines below provide specific design guidance depending on which type of active ground-floor use – retail, residential, or office – is being provided.

### Building Frontage Standards (All Uses)

**1. ACTIVE FRONTAGES.** Active, pedestrian-oriented ground-floor street frontages shall be required in the following locations:

- Along new internal streets and pedestrian/bicycle connections
- Along East 14th Street
- When directly fronting or across the street from a public plaza or park

Active ground-floor uses of all types are allowed and encouraged in all other locations.

**2. ACTIVE GROUND-FLOOR FRONTAGE TYPES.** Active ground-floor frontage may consist of any of the following:

- **Retail active frontages.** Active retail frontages are defined as retail and restaurants with transparent storefronts, public open spaces and plazas, outdoor dining areas, amenity areas with seating, bicycle parking, services and educational / cultural spaces that have regular customer foot traffic, and transparent storefronts or lobbies.
- **Residential active frontages.** Residential active frontages include stoops at residential entries, entry lobbies, porches and stoops, transparent lobbies, fitness and activity rooms with transparent storefront treatment, community rooms, amenity areas with outdoor seating, and/or residential amenity areas with transparent frontage.
- **Office active frontages.** Active ground floor office uses are semi-public areas that are well used and will provide interest and have regular customer foot traffic. Examples include lobbies, cafeterias, common amenity uses, meeting spaces, fitness rooms, lobbies or office space with transparent storefront treatment, and/or other cultural and educational spaces.

- 3. ALLEY FRONTAGES.** Active ground-floor uses are not required along delineated alleys.
- 4. MINIMUM INTERIOR HEIGHT.** Ground-floor retail uses shall have a minimum 14-foot indoor floor-to-ceiling-structure height. Residential ground floors shall have a minimum 12-foot floor to floor height.
- 5. ENTRANCES.** Principal building entrances shall face a public street, public pedestrian pathway, or public open space (such as a landscaped square, plaza or similar space), with doors or windows facing this street, pathway, or open space.
- 6. PROJECTIONS.** Awnings, canopies, marquees, signs, shading devices, cornices, and lighting may encroach into the setback area above a minimum height of 10 feet from sidewalk grade. If these projections are across or project into fire access areas, the minimum height must be 13 feet and 6 inches.
- 7. OCCUPIED BUILDING AREA.** Occupied building area may project beyond the ground floor facade into the setback area above 13 feet and 6 inches from grade. Occupied building encroachments may extend into the setback area for a maximum of 65% of the length of the building frontage.
- 8. HIERARCHY OF SPACE.** New residential development shall establish a clear visual and physical separation between private and public realm spaces by distinguishing between entry types, creating transition areas between public sidewalks and private stoops, and/or utilizing contrasting paving materials.

## Ground-Floor Retail Building Frontage Guidelines

1. **RECOMMENDED ACTIVE, GROUND-FLOOR RETAIL LOCATIONS.** Active, ground-floor retail is strongly encouraged along East 14th Street, near the BART Station, and along the connecting streets between these two locations, in whatever location these connections occur.
2. **GROUND-FLOOR RETAIL USE TYPES.** Public-serving street-level uses such as restaurants, retail shopping, customer services, community facilities, education facilities and cultural uses such as theaters, performance spaces, and gathering spaces are particularly encouraged.
3. **RETAIL BUILDING FRONTAGES.** Retail frontages should be composed of architectural elements that enhance the public realm and provide a human-scaled street environment. The following elements can be used to achieve this goal:
  - Facade treatments and details that are scaled to the pedestrian
  - Distinct corner articulation through differentiation in materials, fenestration, glazing, and roof form
  - Transparent ground-floor storefronts with awnings or canopies
  - Generous sidewalks for pedestrian amenities like displays, benches, and cafe tables.
4. **MINIMUM TENANT SPACE DEPTH.** Ground-floor retail and commercial should have tenant space depth adequate for the needs of a range of businesses; most should be at least 40 feet. To create a more vibrant and active retail street, narrower and deeper tenant spaces are encouraged to increase the number of storefront entries per linear foot of frontage.
5. **FREQUENCY OF PEDESTRIAN ENTRANCES, RETAIL GROUND FLOOR.** Entrances should be located at least every 50 feet to a maximum separation of 100 feet, depending on ground floor use. Corner commercial uses should have a corner entrance or entrance toward both streets.



*Example of well-designed retail frontage*

- 6. TRANSPARENCY.** The majority of each ground floor commercial facade should be transparent along streets, pedestrian pathways, or plazas, providing visibility into and out of the space through clear windows. Window films, mirrored glass, and spandrel glass are strongly discouraged.
- 7. SIDEWALK EXTENSION.** Areas between the right-of-way and a commercial building face near the street should be paved as though they are extensions of the sidewalk. Small landscaped areas or planters are allowed.

- 8. EXTERIOR ACTIVE USES.** Exterior spaces such as outdoor dining areas, amenities such as seating areas and community gathering areas, bicycle parking, public open spaces, plazas, and landscape areas are strongly encouraged in private frontage zones.
- 9. EYES ON THE STREET.** Retail and mixed-use building frontages should provide “eyes on the street” to increase pedestrian safety and provide a sense of community.

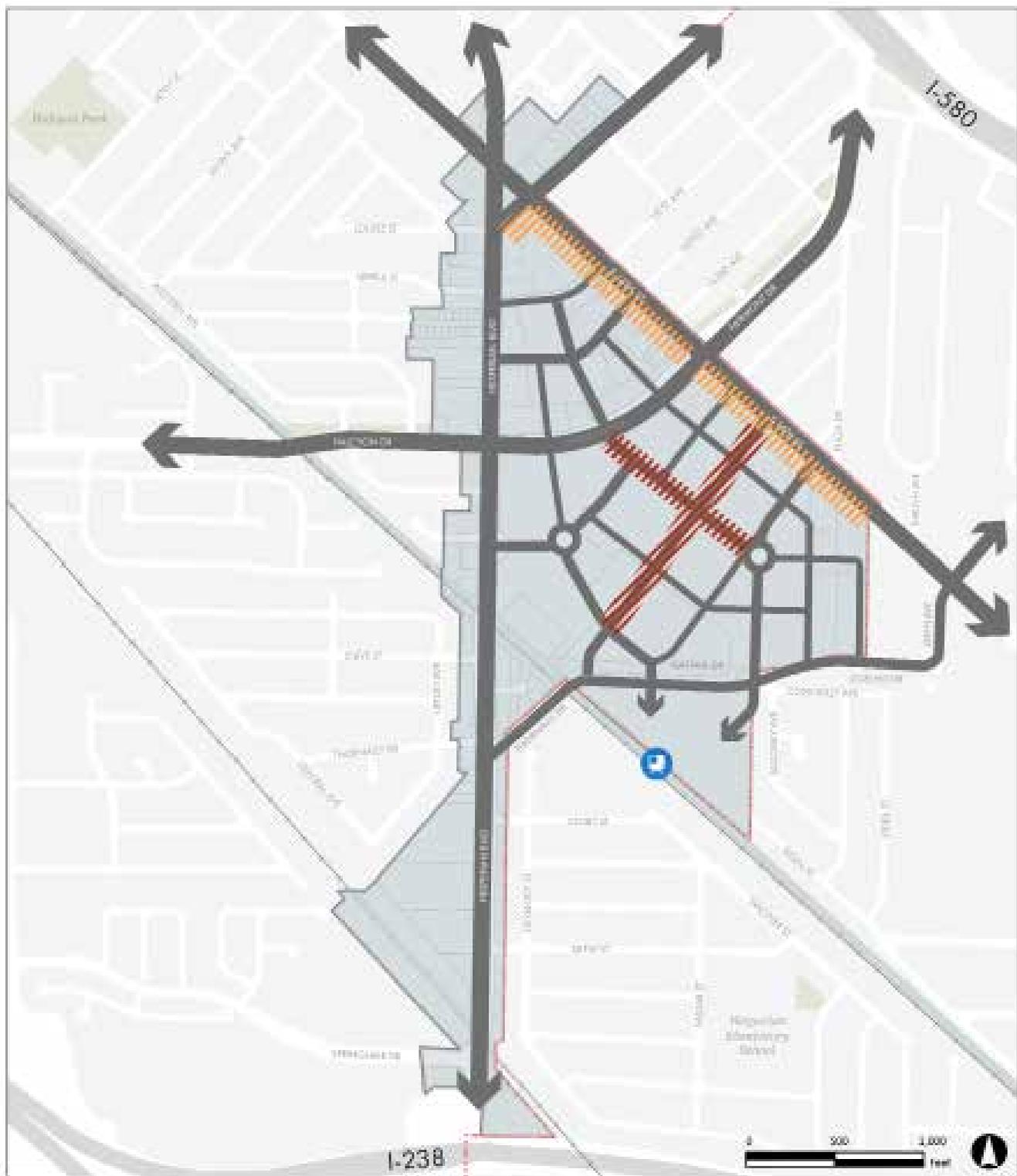


*Example of ground-floor transparency and corner entry facing both streets in an active ground-floor retail use*



*Example of retail active frontage*

Figure 5.1: Locations Where Ground-floor Retail is Encouraged



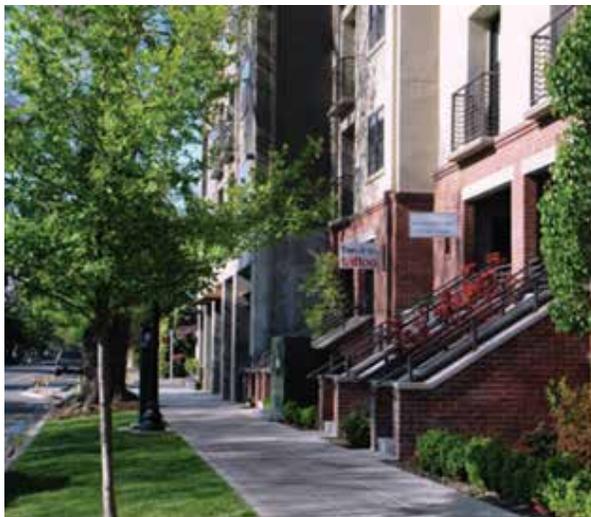
- Potential Locations for Retail Along Special Pedestrian-Oriented Connections Strongly Encouraged
- Potential Locations for Retail Along East 14th Strongly Encouraged
- City Grid
- Project Boundary
- Bay Area BART Station
- Union Pacific Right of Way

## Ground-floor Residential Building Frontage Guidelines

- 1. GRADE SEPARATION.** Ground-floor units should be a minimum of two (2) feet above grade on average, and no more than four (4) feet; three (3) feet is encouraged.
- 2. STREET ENTRANCES.** All ground-floor units should have direct pedestrian access to the adjacent street, sidewalk, or open space.
- 3. EYES ON THE STREET.** Residential building frontages should provide “eyes on the street” through frequent windows and doors to increase pedestrian safety and provide a sense of community.



*Example of well-designed ground-floor residential frontage*



*Example of active residential and retail with stoops, elevated ground-floor spaces and landscaping.*



*Example of active residential lobby space, and common area in a multi-unit residential building.*

- 4. TRANSPARENCY.** Landscaping, grade separation, and screening/shielding of first floor windows should be used to ensure privacy for ground-floor units.
- 5. TRANSITION FROM PUBLIC TO PRIVATE.** Residential frontages are encouraged to provide landscaped areas, stoops, terraces, and/or porches along the sidewalk to clearly delineate the transition from public to private space.

- 6. INTERIOR ACTIVE SPACES.** Spaces such as lobbies, common amenity spaces, leasing offices, or similar spaces should have transparent windows or storefronts. These spaces should have direct access to the adjacent street, patio, or open space.

## Ground-Floor Office Building Frontage Guidelines

- 1. OFFICE BUILDING FRONTAGES.** Office frontages should be composed of elements that provide high transparency, regular articulation, and spaces that promote gathering and social activity. The following elements and frontage types can be used to achieve this goal:

  - Distinct vertical and horizontal articulation through differentiation in materials, glazing, and massing
  - An open or semi-enclosed forecourt area adjacent to the sidewalk where a portion of the building facade is set back noticeably from the property line. Typically it is the middle section of the building that is set back to create a central entry area
  - Landscaped office yards, where the entire building facade is set back in a dimension large enough to create a common yard (can be contiguous with neighboring yards)
  - Transparent ground-floor storefronts with awnings or canopies
  - Public amenity areas
  - Office entry lobbies
- 2. PEDESTRIAN ENTRANCES, OFFICE GROUND FLOOR.** Buildings should have at least one main entrance for employees and the public. Entries should be adjacent to entry lobbies that are inviting, well-lit, and secure. Entries should be open to and entered from streets or open spaces. Main entrances should meet the sidewalk at grade.
- 3. TRANSPARENCY.** Office frontages may have fewer and less frequent entrances than retail and residential frontages, but should have abundant clear windows along the ground floor. Glazing should provide a high degree of light transmittance and be non-reflective.

## Building Heights

As shown in Figure 5.2, the Specific Plan focuses the tallest building heights close to BART and away from residential neighborhoods (“Height Area 1”), with various levels of reduced heights allowed further away from BART toward East 14th, along Hesperian Boulevard, north of Fairmont Drive and near adjacent neighborhoods. Along Hesperian Boulevard, the lowest height limit (“Height Area 3”) is in place to respond to the scale

of adjacent residential neighborhoods. In addition, two height overlays – the Residential Transition Height Overlay and the Corridor Transition Height Overlay – further limit height and massing along transitions to residential neighborhoods and adjacent corridors. These are further described in the “Transitions to Existing Development” section below.

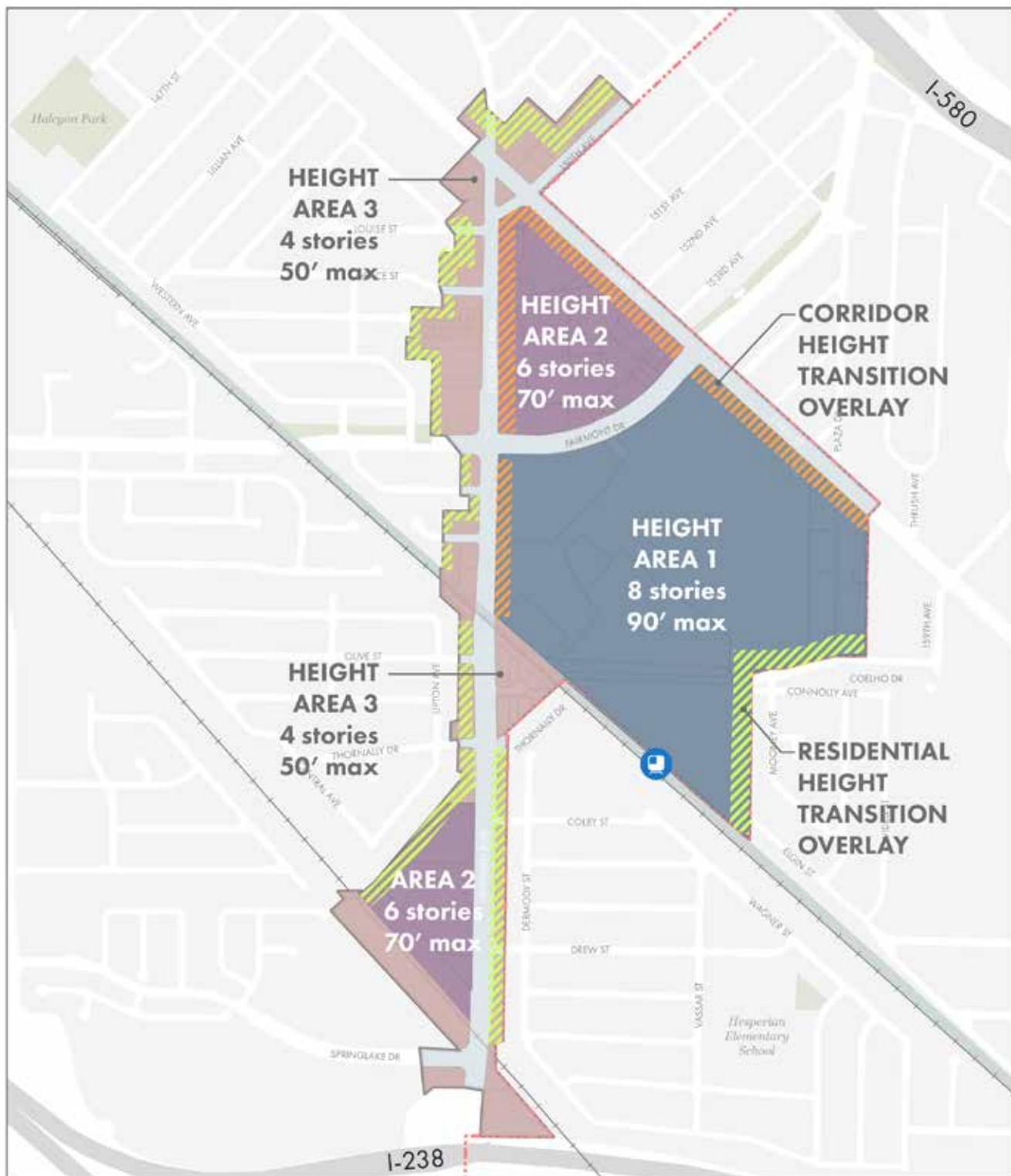
## Building Height Standards

- 1. MAXIMUMS.** Building heights shall not exceed the maximums shown in Figure 5.2.
- 2. HEIGHT AREA 1 MINIMUMS.** In Height Area 1, new residential, office, and mixed-use buildings shall be built to a minimum of 4 stories and 45 feet to provide an appropriate development intensity for their location near transit. There is no height minimum for new retail development in Height Area 1, or for changes of use within existing buildings. Ground-floor residential units or non-residential space integrated with a larger building are permissible as long as the larger building complies with the height minimums specified for Area 1.
- 3. HEIGHT EXCEPTIONS IN HEIGHT AREA.** In Height Area 1, projects may potentially exceed the maximum height limit provided they 1) meet all applicable zoning, design and development regulations, 2) provide significant community benefits identified as part of a community process and approved by the City, and , and 3) support the vision presented in the Bay Fair TOD Specific Plan.

## Building Height Guidelines

- 1. SINGLE-STORY NON-RESIDENTIAL FRONTAGES.** For new single-story non-residential buildings, at least 75% of the street-facing portion of the building should have a height of at least 25 feet, to ensure pedestrian-supportive street presence and appropriate scale with neighboring uses.

Figure 5.2: Building Height Limits



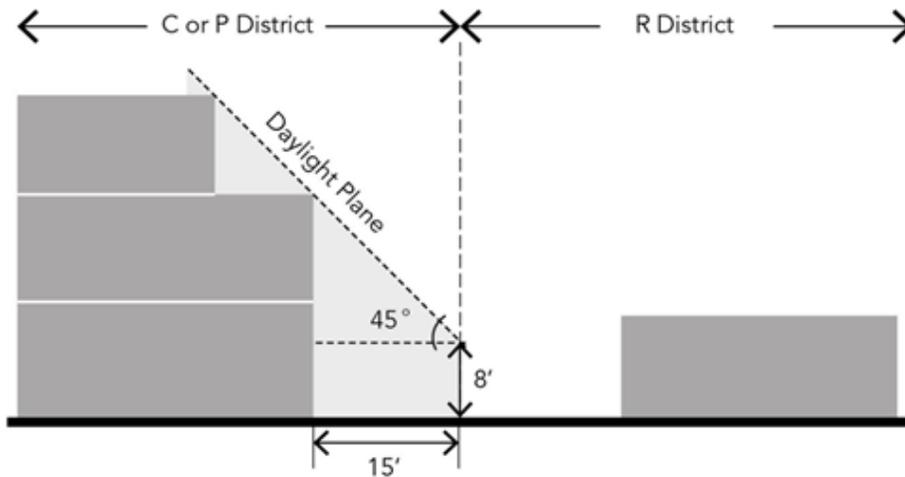
<span style="display: inline-block; width: 15px; height: 15px; background-color: #4a7c9c; border: 1px solid black;"></span> HEIGHT AREA 1: 8-story / 90' Maximum	<span style="display: inline-block; width: 15px; height: 15px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, #ffff00 2px, #ffff00 4px); border: 1px solid black;"></span> RESIDENTIAL HEIGHT TRANSITION OVERLAY: 45-degree Daylight Plane Requirement
<span style="display: inline-block; width: 15px; height: 15px; background-color: #804080; border: 1px solid black;"></span> HEIGHT AREA 2: 6-story / 70' Maximum	<span style="display: inline-block; width: 15px; height: 15px; background: repeating-linear-gradient(-45deg, transparent, transparent 2px, #ff8c00 2px, #ff8c00 4px); border: 1px solid black;"></span> CORRIDOR HEIGHT TRANSITION OVERLAY: 5-story / 58' / 8-story / 90' (40' from back of sidewalk)
<span style="display: inline-block; width: 15px; height: 15px; background-color: #c08080; border: 1px solid black;"></span> HEIGHT AREA 3: 4-story / 50' Maximum	

## Transitions to Existing Development

It is important that new development provides appropriate transitions of height and scale to existing neighborhoods. To achieve this, there are two different height transition overlay areas shown in Figure 5.2. The Residential Transition Overlay requires development to step down toward single-family residential neighborhoods, ensuring solar access and privacy for existing low-density residential properties in the City and nearby Alameda County. The Corridor Transition Overlay requires development to step down to both East 14th Street and Hesperian Boulevard to provide an appropriate and sensitive transition

to existing retail, office and/or residential uses across the street. The Corridor Transition Overlay is compatible with the scale and height allowed in Alameda County’s Ashland/Cherryland Business District Specific Plan (up to five stories), which regulates County properties on the other side of East 14th Street. It is also compatible with the scale and height allowed by this Bay Fair TOD Specific Plan on the west side of Hesperian Boulevard (four stories, as shown for “Area 3” in Figure 5.3 below).

**Figure 5.3: Residential Transition Overlay**

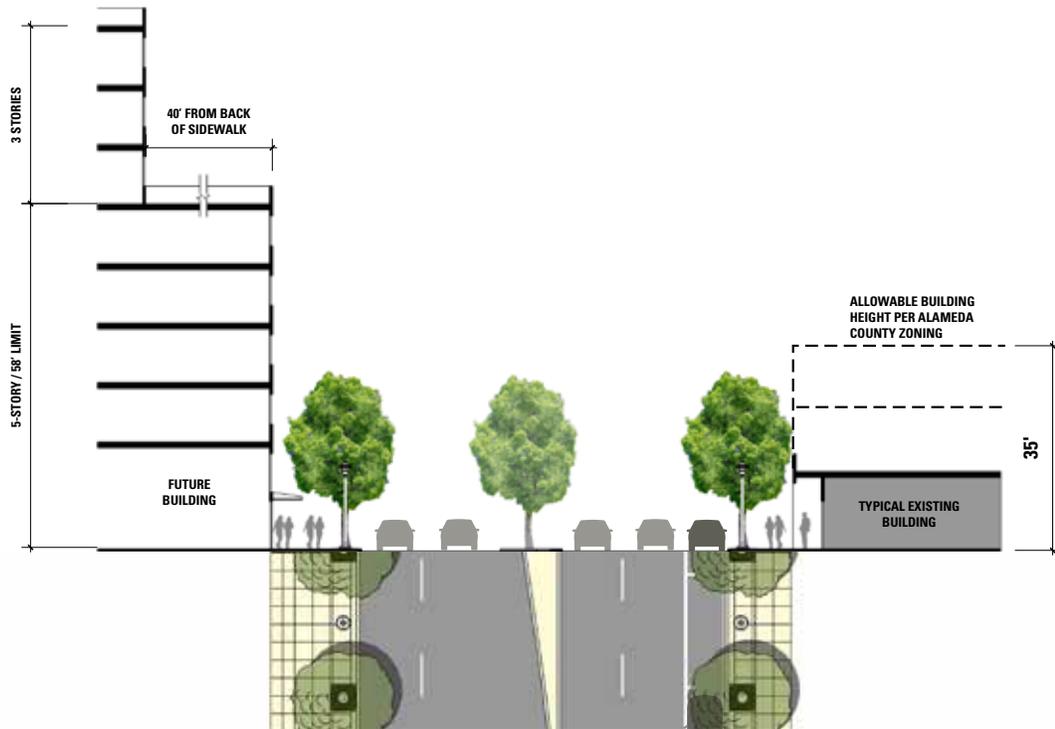


## Transition Standards

- 1. RESIDENTIAL TRANSITION OVERLAY.** As shown in Figure 5.2 “Building Height Limits”, 45 degree Daylight Plane height transitions are required for any new development adjacent to RS or RD zoning districts, as required by the Daylight Plane height restrictions found in the existing San Leandro Zoning Code. This requirement applies to all future use types within the Residential Transition Overlay area, including residential development. Per the Zoning Code and as shown in Figure 5.2 “Residential Transition Overlay Height Limits,” this is defined as a 15-foot minimum setback at a 45-degree angle from a point 8 feet above the property line.

- CORRIDOR TRANSITION OVERLAY.** New development within the Corridor Transition Overlay, as shown in Figure 5.2 “Building Height Limits,” shall be limited to a 5-story / 58-foot maximum building height for the first 40 feet as measured from back of sidewalk.

**Figure 5.4: Corridor Transition Area Overlay Height Limits**



## Transition Guidelines

- RESIDENTIAL TRANSITION DESIGN.** Projects subject to the Residential Transition Overlay should use physical buffers and design treatments to reduce their impacts on adjacent residential properties. Buffers may include larger setbacks, landscaped strips, transition zones, fencing, and screening. Design treatments include height and/or bulk step downs and other architectural measures such as matching the form or roof style of adjacent properties.
- RESIDENTIAL BALCONIES.** Balconies in new projects should use architectural design, screening, and building orientation to reduce privacy impacts on existing residential parcels.
- EAST 14TH STREET FRONTAGES.** New frontages along East 14th Street should support the vision and character for East 14th Street articulated in Alameda County’s Ashland/Cherryland Business District Specific Plan – a vibrant mixed-use environment with active shopfronts that serves the daily needs of surrounding residents.

## Building and Site Design

The placement and orientation of a building on a parcel, the condition of the private property setback, and the design of parking and loading areas strongly influence how development interacts with public streets and pathways. Building articulation, facade design, and architecture also have a powerful effect on the overall character of the area. This section provides guidance for both site and building design, as well as for building performance and desired green building features in new development.

### Site Design and Setbacks

#### Site Design and Setback Standards

1. **MAXIMUM FAR.** There are no maximum FARs or densities within the Plan Area. All projects shall meet applicable standards for maximum and minimum building height, setbacks, open area, lot coverage, building placement, and other related requirements.
2. **BUILDING AND BLOCK LENGTH.** No new building or block shall be longer than 440 feet in length without a publicly accessible connection through the parcel to another publicly accessible connection such as street, pedestrian path, or park/plaza. Desired connections are shown in Figure 2.4. The 440-foot maximum may be exceeded by up to 10% with approval from the City Zoning Enforcement Official (ZEO). The 440-foot maximum block size is encouraged but not required for future improvements to existing buildings within existing blocks.
3. **SITE COVERAGE.** Maximum lot coverage is 80% for all development types including mixed-use, residential, office, and retail. Minimum open area coverage for all development types is 20% of lot area. Open area may be a combination of public and private, consistent with standards and guidelines. At least one-third of the required open area should be vegetated with grass, trees, or other landscaping.
4. **PARCEL AGGREGATION.** Contiguous parcels may be aggregated under common or affiliated ownership to create larger, more flexible development sites.
5. **SURFACE PAVEMENT COVERAGE.** For new development, pavement areas for automobile parking and circulation shall cover no more than 30% of the total site area.



Examples of Bay Fair building setbacks, mid-block connection, and public sidewalk dimensions

- 6. **OUTDOOR WATER EFFICIENCY.** All new outdoor landscaping shall comply with the City’s Bay-Friendly Water Efficient Landscape Ordinance (WELO) in the Zoning Code.
- 7. **BUILDING SETBACKS.** Building setbacks shall meet the standards established by Table 5.1, consistent with their ground floor use and the street which they front. Any building facade facing a street shall comply with setback requirements for that street.
- 8. **BUILDING PLACEMENT.** A minimum of 70% of the building shall be placed within the build-to area (between the minimum and maximum setback) shown in Table 5.1.
- 9. **UNDERGROUND UTILITIES.** All new utilities and utility connections shall be underground. Certain types of ground-based equipment may be above ground if necessary.

**Table 5.1 Building Setback Standards**

	HESPERIAN		FAIRMONT		EAST 14TH		ALL OTHER NEW OR EXISTING STREETS					
	All Use Types		All Use Types		All Use Types		Retail		Office		Residential	
	min	max	min	max	min	max	min	max	min	max	min	max
Required Front Setback	8'	20'	12'	20'	0'	12'	0'	6'	8'	12'	8'	20'

## Site Design and Setback Guidelines

- 1. **ALLEYS.** Alleys are encouraged to provide buildings with a “back of house” to locate refuse pick-up, utilities, and other functions that may detract from active ground-floor uses and the pedestrian realm. Alleys do not qualify as a publicly accessible connection unless more than 80% frontage contains active uses and is publicly accessible.
- 2. **STRUCTURED PARKING.** Structured parking is encouraged as an alternative to surface parking lots.
- 3. **PLACEMENT OF UTILITIES.** Utilities, including all “dry” utility access, above-ground equipment, building refuse containers, or other features that will diminish the pedestrian environment, are discouraged within front setback areas, along mid-block pedestrian connections, or within 50 feet of a corner. Ground-based equipment is discouraged from the front setback area, particularly the pedestrian zone.
- 4. **DESIGN OF UTILITIES.** Utilities and trash receptacles should be screened and integrated with the building architecture. Where this is not possible, these ancillary facilities should be located in free standing enclosures compatible with the development’s architectural style.
- 5. **FEMA FLOOD PLAN.** Areas subject to flooding from the 100 year storm should be elevated in conformance with FEMA flood protection standards as a requirement of any development proposal.

## Building Design

### Building Design Guidelines

1. **BUILDING ARTICULATION.** Facades should use the following horizontal and vertical articulation strategies:
  - **Vertical articulation.** Projections, minor setbacks, architectural details and variations in materials should be used to distinguish between upper and ground floors. Variations in height, massing, and vertical articulation are encouraged.
  - **Horizontal articulation.** Facades longer than 100 feet should be subdivided with at least one major massing break (minimum width of 20 feet and minimum depth of 20 feet) every 100 feet. In addition, all building facades should contain minor massing breaks every 50 feet on average.
  - **Building projections.** The total area of all architectural projections should not exceed 50% of the primary building facade area. The primary building facade is the facade built at the property or setback line.
  - **Upper floor treatment.** Materials should vary moving upward to lighten building tops and reduce the appearance of height.
2. **BLANK FACADES.** Blank walls (facades without doors, windows, landscaping treatments or other pedestrian interest) should be less than 25 feet in length along sidewalks, pedestrian walks, or open space.
3. **FACADE ARTICULATION.** All highly visible building facades should be designed with consistent or complementary materials, articulation, and quality.
4. **LOCAL STREET BUILDING FACADES.** Local street ground floor frontages should support pedestrian interest and accessibility, which may include commercial storefronts and building entrances or stoops in other locations.
5. **BUILDING COMPONENTS.** New buildings should be designed with a defined base, a middle or body, and a top, cornice or parapet cap. The cornice or top of the building should provide a strong termination and add visual interest.
6. **GROUND FLOOR FACADE.** The ground floor along primary facades should be composed of a distinctly different character from upper floors (distinguished by a greater floor to ceiling height, greater articulation, finer design details, unique colors, enhanced ground-floor entrances, and/or architectural variation).
7. **BUILDING SCALE.** Facade elements should establish building scale; for example, windows and doors should appear in a regular pattern, or be clustered to form a cohesive design. Horizontal building elements should be roughly aligned (within about 3 feet in height) with others in the same block.
8. **FRANCHISE RETAIL.** Chain or franchise uses should be expected to adapt their standard designs to the unique qualities of the Bay Fair TOD area and San Leandro.
9. **BUILDING ACCESS.** Doors to common facilities should contain some transparency and be access-controlled. Courtyard gates and shared building entrances that access individual units should automatically lock when closed.

- 10. BUILDING ACCESSIBILITY.** Provide building types and entrances that are accessible to people of all ages and abilities, including ground-floor accessible entries, lobbies, and elevator access.
- 11. NIGHTTIME VISIBILITY.** Building entries and addresses should provide clear nighttime visibility from the street.
- 12. HIGH-QUALITY, DURABLE MATERIALS.** Utilize high-quality, durable finishing materials such as concrete, steel, wood, and glass.
- 13. ICONIC LANDMARKS.** Encourage iconic, memorable landmarks and buildings distinguished from their surroundings in a variety of architectural styles.
- 14. ARCHITECTURAL DETAILS.** Encourage architectural details such as reveals, course lines, decorative cornices, columns, canopies, arbors, trellises, etc.
- 15. PEDESTRIAN ENTRYWAYS.** Encourage porches, balconies, stoops and other pedestrian entryways along the street frontage.
- 16. SEPARATE ENTRANCES.** Provide separate entrances for different uses in vertical mixed use developments.



*Examples of desirable building design and articulation strategies*

## Parking and Loading Design

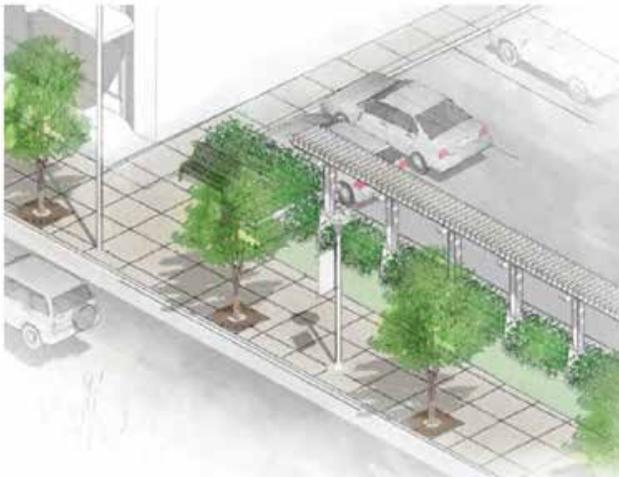
### Parking and Loading Standards

1. **GARAGE ENTRANCE WIDTH.** Garage entrances at grade facing the street shall be no more than 20 feet wide.
2. **CURB-CUT LOCATION.** A maximum of one curb cut per 200 feet of frontage on a single project site is allowed, unless otherwise required for emergency vehicle access. If required, the second curb cut may be restricted to emergency vehicles. Curb cuts shall be located a minimum of 50 feet from street corners.
3. **CURB-CUT WIDTH.** Maximum curb-cut width shall not exceed 20 feet (plus the flare), or minimum required for emergency vehicle access. One-way driveways may have curb cuts with a width no greater than 12 feet (plus the flare) or minimum required for emergency vehicle access.
4. **TREE CANOPY.** New and reconfigured surface parking lots shall provide a tree canopy plan with a goal of 50% or greater coverage at maturity, which may be offset by the substitution or mixing of solar panels.
5. **PRIVATE PARKING RATIO REQUIREMENTS.** Parking for private development project must be consistent with the parking requirements and potential reductions included in Chapter 3 Mobility.

### Parking and Loading Design Guidelines

1. **PARKING STRUCTURE DESIGN.** Parking structures should be integrated into the overall development. They should be underground, lined with active uses, or designed with attractive building facades to screen structural elements of the garage. Above-ground parking garages should be designed to complement the overall building design on project sites.
2. **GARAGE ENTRIES.** Garage entries should be integrated into building facades using architectural techniques, matching facade or material treatments, and/or by partially recessing the entries into the building. Door design treatments and details should minimize the apparent width of the entrance in accordance with the building's predominant architectural character.
3. **SHARED PARKING ENTRY.** In mixed-use development, shared entrances for both retail and residential uses are encouraged. In shared entrance conditions, secure access for residential parking should be provided.
4. **SURFACE PARKING LOCATION.** Wherever possible, parking and vehicle areas should be located behind or under buildings. On shallower lots (less than 150 feet deep), surface parking may be located adjacent to the building, but should not take up more of the primary frontage than the building. On deeper lots, the vehicle areas along the primary frontage should be limited to driveways and a few associated parking stalls. Parking should not be located on corners.
5. **PUBLIC PARKING.** Wherever possible, projects should seek to provide structured public parking facilities, as described in Chapter 3, Mobility.
6. **CIRCULATION THROUGH EXISTING SURFACE PARKING LOTS.** When site or building improvements are made, existing surface parking lots should be enhanced to provide clear pedestrian and bike pathways from public streets to building entries. Access ways should be shaded and clearly identifiable from the street.

- 7. SURFACE PARKING SCREENING.** Surface parking lots should be screened from adjacent streets. Screening should provide visual interest, but should not be so large and dense that the screening elements (such as walls or landscaping) limit sight lines for safety and security.
- 8. PARKING FOR SMALL PARCELS.** Smaller parcels located along Hesperian Boulevard or 150th Avenue should make their best efforts to comply with parking design guidelines, but flexibility will be provided given their lot configuration.



*Example of surface parking screening along street*

- 9. ADAPTABLE PARKING STRUCTURES.** Explore adaptability of parking structures for future changes in use.
- 10. PHASED DEVELOPMENT OF PARKING.** As new development occurs in the Plan Area, pedestrian access between sidewalks, parking lots, and building entrances should be maintained, with a minimum 5-foot wide pedestrian path from the sidewalk to the interior of the site/building. This walkway should be easily recognizable and have landscaped edge treatments, pedestrian-scaled lighting and other features to maintain a high quality walkway from the street to entries.
- 11. DRIVEWAYS.** Vehicle access into parcels should occur from side streets or alleys. If necessary, they should be located as far as possible from potential pedestrian activity areas. Curb cuts and driveways should be designed to minimize impacts to sidewalks and other pedestrian access to buildings, plazas or open spaces. Adjacent sites should share driveway access.
- 12. LOADING AND SERVICE ACCESS.** Loading docks should be no greater than 20 feet in width and be screened from the right-of-way and adjacent properties to address visual and noise impacts. Service access and loading docks should be located on side streets or alleys and away from the front of the building. Loading docks should be internal to the building envelope and equipped with closable doors.
- 13. HORIZONTAL FACADE LINES ON STRUCTURED PARKING.** For parking structures or buildings with internal parking structures, maintain horizontal facade lines throughout the exterior facade; do not repeat the sloping floor lines of interior parking ramps on the exterior facade.

## Building Performance

### Performance Standards

- 1. CALGREEN.** New development shall achieve the mandatory elements of CalGreen as required by State law, but should seek opportunities to exceed, pursue, and achieve CalGreen Tier 1 or 2.
- 2. LEED FOR NEIGHBORHOOD DEVELOPMENT.** LEED for Neighborhood Development (LEED-ND) certification is required for any new development over five acres in size, and is encouraged for any project involving two buildings or more. For projects under five (5) acres in size, encourage features consistent with LEED-ND criteria such as walkable streets, green infrastructure, multi-modal transportation facilities, energy- and water-efficient buildings, and access to diverse uses and public space.
- 3. SOLAR-READY BUILDINGS.** All new buildings shall be built with solar-ready electrical systems/hardware and provided with adequate roof surface area for these systems.
- 4. STORMWATER TREATMENT.** New development shall integrate stormwater catchment and treatment systems into its site and buildings as shown in Alameda County's "Stormwater Technical Guidance" manual.
- 5. SUSTAINABLE ROOFS.** New construction, additions, and alterations shall follow the CalGreen guidance for solar-reflective roofs to reduce heat island effect. Vegetated roofs may also be used.
- 6. DECARBONIZATION.** In light of the City's Climate Action Plan goals for emissions reductions and State Long Term Energy Strategic Plan and increasing renewable energy portfolios, buildings should attempt Zero Net Energy (ZNE) or decarbonization of buildings and water.

### Performance Guidelines

- 1. GREEN BUILDINGS.** Green building certification such as LEED for Building Design and Construction (LEED-BD+C) or GreenPoint Rated is encouraged for new development.
- 2. INDOOR WATER REUSE.** New construction is encouraged to use on-site graywater systems to facilitate indoor water capture and reuse.
- 3. STORMWATER HARVESTING.** Buildings are encouraged to re-use collected rainwater.
- 4. VEHICLE CHARGING STATIONS.** CalGreen requires new development to be EV ready, therefore, new development should include electric charging stations for electric automobiles for residents.
- 5. DISTRICT SYSTEMS.** District systems should be explored and are encouraged for stormwater management, sewer treatment, gray water re-use, energy generation and shared heating/cooling.

## Public Open Space

The design of public spaces in the Bay Fair Plan Area should promote gathering, enjoyment, and active use by a broad range of the community. Open spaces should create usable spaces that meet the human needs at all stages of life, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity, and maintain or improve local character. Figure 5.5 shows conceptual locations for publicly-accessible open spaces. Several could be located along key street corridors and intersections for convenient pedestrian access. Others might be located more centrally within the Plan Area and serve as neighborhood centers, pocket parks, or plazas.

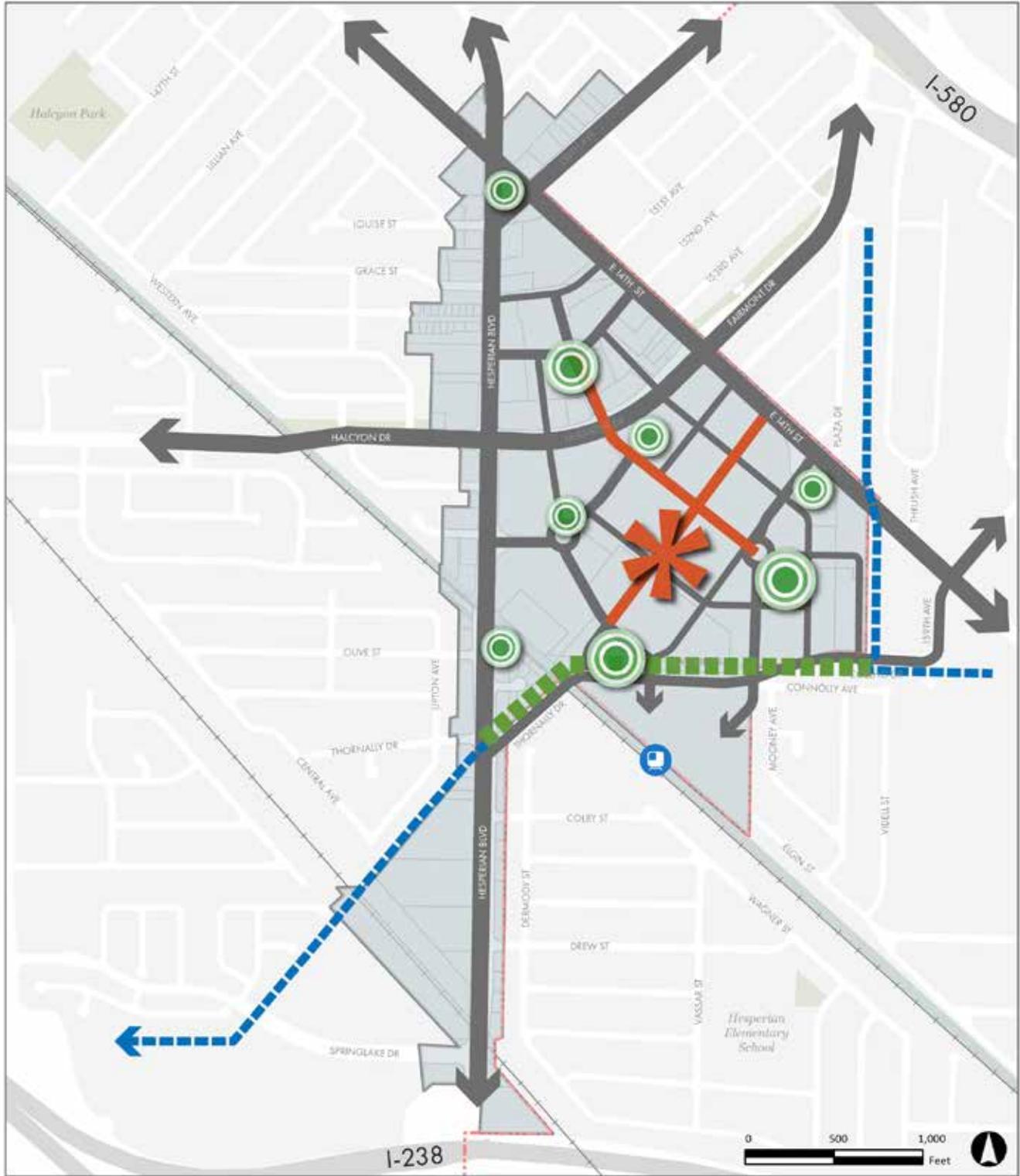
The City of San Leandro has an existing typology of park spaces, as established in the General Plan. The vision for Bay Fair is to utilize these existing typologies (such as mini-parks, neighborhood parks, and community parks) while also encouraging new types of open spaces (such as urban plazas, linear parks, and public art installations). The area-wide goal for the Bay Fair area is to achieve the following mix of open spaces over time:

- **LARGE SPACES.** 1 to 2 large urban gathering spaces such as a major plaza, linear park, community park or neighborhood park.
- **SMALL AND MEDIUM SPACES.** 7 to 12 small or medium parks, tot lots, urban plazas, pocket parks, flexible performance spaces, public art installations, Mini-Parks, or other small open space types.

The City's objectives for public open space are as follows:

- **DEDICATION.** Implementing existing policy, the City's preference is for private development to build and maintain public open spaces. Projects that dedicate land may be eligible for a reduction of the required ratio for park acreage.
- **IN-LIEU FEES.** Fees are set to achieve the citywide park acreage ratio goal of 5 acres per 1,000 residents.
- **SMALL PROJECTS.** Development projects with fewer than 50 residential units shall have the option to pay the in-lieu fee rather than dedicate land, with the intent of contributing to larger open spaces in coordination with other Bay Fair projects.

Figure 5.5: Public Open Space Illustrative Concept



-  Central Plaza or other Large Public Open Space (potential location)
-  Special Pedestrian-Oriented Active Connection (potential location)
-  Neighborhood Plaza or Park (potential location)
-  Existing Estudillo Canal
-  Focus of Proposed Stormwater/ Open Space Improvements for Estudillo Canal
-  City Limit
-  Bay Fair BART Station
-  Project Boundary
-  Union Pacific Right of Way

## Public Open Space Standards

1. **RESIDENTIAL SERVICE STANDARDS.** New residential development shall dedicate land or provide park in-lieu fees subject to the Park Facilities Development Impact Fee, based on the City's park acreage minimum for new development (4.86 acres per 1,000 residents) per Title 7, Section 13 of the City Municipal Code. To allow for innovative and urban public spaces such as plazas, playgrounds, flexibly-programmed open space, linear parks and pathways, projects that dedicate land may be eligible for a reduction of the required park acreage ratio.
2. **DIMENSIONS.** New public open space shall have a minimum 35-foot length in at least one dimension.
3. **NEW OPEN SPACES.** New development shall include a map and information showing the proposed location and acreage of any new privately-built public open spaces compared to the Plan's Public Open Space Illustrative Concept, as shown in Figure 5.5. Projects shall include a justification of how their development proposal contributes to the strategy. Projects that pay in-lieu fees are exempt from this requirement.
4. **AGGREGATED OPEN SPACE.** Project applicants shall work with the City to identify opportunities to create larger combined open spaces, or to collaborate on open space design and location with adjacent projects.
5. **SMOKE-FREE ENVIRONMENTS.** Public spaces shall be maintained as smoke-free environments to support resident and visitor health.
6. **PUBLIC FRONTAGE PROVIDED BY PRIVATE DEVELOPMENT.** All new development projects shall provide public frontage and sidewalks for their project, consistent with the standards and guidelines included in Chapter 3 "Mobility."



*Examples of publicly accessible open spaces*

## Public Open Space Guidelines

1. **OPEN SPACE DEVELOPMENT.** New public open spaces should be coordinated with private development projects and planned infrastructure improvements.
2. **PROVISION OF OPEN SPACE.** Whenever possible, new development should provide on-site public open space rather than in-lieu fees.
3. **CONNECTED OPEN SPACES.** New public open spaces should be accessible from and located within a comfortable walking and biking distance of residents and shoppers.
4. **SUSTAINABILITY.** New public open spaces should be designed to incorporate best practices in sustainability, including water use and conservation, stormwater management, landscaping, and drought tolerant planting.
5. **STORMWATER FUNCTION FOR OPEN SPACE NEAR ESTUDILLO CANAL.** Any new open space located along the Estudillo Canal should function as a stormwater management feature.
6. **AMENITIES.** Seating, shading, and other amenities should be integrated into new public parks and plazas.
7. **RANGE OF PARK TYPES.** Encourage park and public space design consistent with Bay Fair’s intended mix of uses. This includes resident-oriented spaces such as playgrounds, dog parks, gardens, and sports facilities as well as visitor-oriented spaces such as event spaces, plazas, public seating areas, public spaces for markets and commerce, and flexible community gathering spaces.
8. **PUBLIC SPACE USE.** The design of the parks and plazas in the Bay Fair area should promote public gathering, enjoyment, and active use by a broad range of the community.
9. **OPEN SPACE LIGHTING.** Appropriate pedestrian-scale lighting should be provided in any new parks, plazas, and other open spaces.
10. **SAFE PARKS.** Utilize CPTED (Crime Prevention through Environmental Design) strategies to improve safety in new and existing parks by adding appropriate lighting and visibility in park facilities; activating parks with programs/ community gardens/community events; increasing natural surveillance by trimming surrounding vegetation and allowing views in and out of park spaces; and removing graffiti and maintaining parks.
11. **ESTUDILLO CANAL.** Estudillo Canal should become an attractive, ecologically valuable open space and stormwater amenity over time.

## Private Open Space

Private usable open space may be designed as plazas, courtyards, parks, forecourts, rooftop amenities and other common areas designed for pedestrian circulation, outdoor gatherings, recreation, or passive activities. Private open space can also include private balconies and other structured outdoor areas.

### Private Open Space Standards

**1. OFFICE USES.** Office development shall provide the following minimum private open space:

- 25 square feet of private usable open space per 1,000 square feet of office space
- Publicly accessible open space and semi-private common areas are encouraged and can contribute to the required amount of private usable open space for office uses
- Common open space shall have a minimum 20-foot dimension.

**2. RESIDENTIAL.** Residential uses shall provide the following minimum private open space:

- 200 square feet of private usable open space per unit; this can be accommodated in private balconies, terraces, and other private areas as well as in semi-private common areas or publicly accessible open spaces such as courtyards, forecourts, or plazas
- Common open spaces shall have a minimum 20-foot dimension
- Private open spaces shall have a minimum 6-foot dimension
- Residential courtyards with units facing on both sides should have a minimum 1 to 1 ratio of building facade to courtyard width.

**3. ALTERNATIVE SPACES.** The City may administratively authorize, as an eligible type of open space, improvements to an alleyway or easement within a square block of the project site.



*Examples of common private open space*

## Private Open Space Guidelines

1. **LOCATION.** Semi-private open space should be located close to and visible from building entrances and/or the street.
2. **LANDSCAPING.** Courtyards and terraces should include vegetation through use of planters, tree grates, and other planting techniques compatible with a hardscape environment.
3. **GREEN ROOFS.** The use of roof gardens, green roofs, and other environmentally sustainable options should be used as semi-private open space in new developments.
4. **OUTDOOR WATER EFFICIENCY.** Beyond the required WELO reductions, the City strongly encourages additional efforts to reduce outdoor water usage.
5. **PLANTING AND LANDSCAPE CHARACTER.** The following guidelines apply to front and side landscaping:
  - Drought-tolerant plant materials should be incorporated into new sites 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 months, and to provide shade during summer months.
6. **REAR LANDSCAPING.** Substantial landscaped screening should be planted along the rear of commercial and mixed-use buildings adjacent to residential streets or properties.
7. **FRONT YARD TREES.** Portions of buildings without ground floor commercial spaces should provide trees within the front setback to provide additional screening for those uses. Front yard trees may also be provided in areas with ground floor commercial spaces if they are appropriate to the circulation and visibility needs of the businesses.
8. **EDIBLE LANDSCAPING.** Encourage new development to incorporate edible landscaping for community gardening.
9. **NATURAL SURVEILLANCE.** Outdoor spaces such as courtyards should be placed for visibility from as many residential units as possible. Site entrances should be visible from public streets. Patios, porches, decks, and balconies are encouraged for increased outdoor surveillance capability.
10. **LANDSCAPING FOR SURVEILLANCE.** Encourage proper placement, selection, and maintenance of plant materials that maximizes natural visibility or observation.

## Public Art

Public Art can add beauty and character to the streetscape. This enriches the pedestrian experience, fosters identity, and creates a sense of place. It can also encourage community ownership and attachment to an area by providing memorable, publicly accessible destinations and landmarks. The City of San Leandro has an active public art program with a successful track record of establishing public art installations throughout the City.

### Public Art Guidelines

1. **ART INTEGRATION.** Art should be incorporated into new development whenever feasible. Art should be placed in visible areas, particularly at intersections or within public or common open spaces. Art may consist of both permanent and temporary installations.
2. **ICONIC PUBLIC ART.** The City should work with property owners to establish one or more iconic art installations in a public place in the Bay Fair Plan Area.
3. **GRAFFITI.** Art, patterns, murals or other means should be used to take away the “blank canvas” to discourage graffiti.
4. **SITE-APPROPRIATE.** The design and placement of art should enhance and be coordinated with other streetscape improvements to ensure a coherent character for a particular area or corridor. Art should be:
  - **Locally-sourced.** New open spaces and private developments should offer opportunities for local artists to exhibit their work.
  - **Interactive.** Interactive art is encouraged, such as pieces that invite user participation or provide sensory stimulation through touch, movement, or sound.
  - **Interpretive.** Art should be used as a means to enhance community understanding of the Bay Fair area’s history and cultural assets.
  - **Functional.** Functional art that doubles as seating, wayfinding, or lighting is encouraged.

# Signage and Wayfinding

Clear, consistent wayfinding and signage that is appropriately scaled for each user helps pedestrians, bicyclists, and drivers easily access stores, jobs, and housing in the Plan Area. Well-designed signage and wayfinding can also add visual interest, character, and a recognizable district identity.

## Signage and Wayfinding Standards

- 1. SIGNAGE RELATION TO ZONING ORDINANCE.** Signs shall be subject to the sign regulations contained in the Zoning Code regarding exempt signs, prohibited signs, and general sign regulations, unless otherwise specified in this Bay Fair TOD Specific Plan.
- 2. CABINET SIGNS.** Cabinet signs are not allowed.

## Signage and Wayfinding Guidelines

- 1. IMPROVED WAYFINDING.** New developments adjacent to the BART Station should improve wayfinding signage for persons arriving at the station. This could include signage identifying major destinations within and surrounding the Bay Fair area, bicycle routes, bus routes, and other attractions.
- 2. COMMON LIGHTING.** New development should use similar styles of pedestrian lighting as adjacent developments.
- 3. CORRIDORS.** New development should include coordinated signage and wayfinding along major corridors, such as East 14th Street and Fairmont Drive.
- 4. BART VISIBILITY.** New buildings or alterations located along access routes to BART should work to increase visibility of the BART station.
- 5. PARKING ACCESS.** New development should provide signage to lead shoppers and visitors easily to shared parking structures and encourage a “park once” experience.
- 6. ICONIC SIGNAGE.** New construction should provide highly visible and iconic signage to improve orientation and wayfinding through the area.
- 7. WAYFINDING IN OPEN SPACES.** New open spaces should support wayfinding and provide signage where appropriate.
- 8. SIGN MATERIALS.** Signs should be made of durable and high quality materials, such as metal, wood or individual channel letters.
- 9. MONUMENT SIGNS.** Monument signs should be less than 6 feet high.



Examples of a unified district wayfinding palette

## Fences

Standards and guidelines for fencing are included below.

### Fence Standards

1. **ZONING CODE.** All fencing shall be consistent with the San Leandro Zoning Code.
2. **COMMERCIAL FENCES.** No fences are permitted between commercial uses and any major streets in the Plan Area. Fences to delineate outdoor dining or display areas are allowed up to 42 inches in height. Special uses such as child day care and schools may have fences that exceed this height.
3. **RESIDENTIAL FENCES.** Low fencing and gates are allowed up to 42 inches in height along residential building frontages. These shall be well-designed and detailed with high quality materials to add character and visual interest.
4. **SIDE AND REAR YARD FENCES.** Side and rear yard fences shall be a maximum of 8 feet high.
5. **FENCES ADJACENT TO RESIDENTIAL.** Fences along the rear and sides of parcels shall be a minimum of 7 feet and a maximum of 8 feet high when adjacent to residential land uses, and shall be made of masonry or other substantial and durable screening material.

### Fence Guidelines

1. **FENCING MATERIALS.** Fencing should be made of durable, high-quality materials.
2. **OPACITY.** Outdoor fencing, walls, and other visual barriers should not be completely opaque so as to create clear line of sight along public and private walkways.